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ROAD TEST

DRIVEN

SCOOP



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The future of Fiat

New roadster to kick-start revival

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Official fuel consumption figures for the TT Coupé in mpg (l/100km) from: Urban 33.2 (8.5) – 54.3 (5.2), Extra Urban for comparative purposes and may not reflect real driving results. Optional wheels may affect emissions and fuel



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THIS WEEK



32

COVER STORY

Go hard or go home: McLaren 675LT takes on new Porsche 911 GT3 RS on road and track

NEWS

| | |
|---|----|
| Fiat's recovery plan Two-pronged attack | 8 |
| VW Tiguan Coupé R Rakish 300bhp SUV | 12 |
| Tesla Model 3 Compact electric saloon latest | 15 |
| Ford GT New supercar will be in short supply | 16 |
| Porsche 911 No turbos for purist models | 18 |

TESTED

| | |
|--|----|
| Nissan Juke-R 2.0 Bonkers 591bhp crossover | 22 |
| Volvo V60 Cross Country Ruggedised estate | 27 |
| Ford S-Max 1.5 Entry-level petrol MPV | 29 |
| Mitsubishi L200 Warrior Refreshed workhorse | 31 |
| Honda Civic Type R ROAD TEST | 50 |

FEATURES

| | |
|---|----|
| McLaren 675LT vs 911 GT3 RS Road trip | 32 |
| GT3s times three Every generation compared | 40 |
| Standout Porsche 911 GTs From first to worst | 46 |
| How price guides work A day out with Glass's | 48 |

OUR CARS

| | |
|--|----|
| Volvo V60 Four-pot diesel estate departs | 60 |
| Range Rover Sport Occupying the third row | 63 |
| Land Rover Defender Fitting a roof rack | 65 |

EVERY WEEK

| | |
|---|----|
| Matt Prior Unhelpful advice on driverless cars | 19 |
| Steve Cropley Railing against keyless go | 21 |
| Your views BMW is blurring its own boundaries | 58 |
| Subscription offer Free Haka sunglasses | 62 |
| Rear view mirror Bangernomics, 1970s style | 90 |

DEALS

| | |
|--|----|
| James Ruppert Cars to enjoy while we can | 66 |
| Used buying guide Cheap, fun motors | 68 |
| New cars A-Z All the latest models rated | 70 |
| Road test results Autocar's data archive | 83 |
| Classifieds Cars, number plates, services | 85 |



12

Plans for hot VW Tiguan Coupé revealed



COVER STORY

22

Flat out in Nissan's upgraded Juke-R



'The new Honda Civic Type R is a hardline, idiosyncratic crusader'

Nic Cackett, p50

COVER STORY



THREE OF A KIND

40 Three 911 GT3 generations driven



OUR CARS

Volvo V60

60 Saying goodbye to our Volvo V60



46

The first Porsche 911 GT3, plus the fastest, worst and best



68

Guide to affordable fun cars for students



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THIS WEEK'S TOP FIVE

DRIVE

Cadillac CTS-V

We drive Cadillac's 640bhp BMW M5 rival



VIDEO

McLaren 675LT

Matt Prior tests the new 666bhp sports car



NEWS

Ford Transit

We celebrate 50 years of Ford's workhorse



DRIVE

Rand Rover Sport

SUV gets more efficient engines and new tech



BLOG

Nigel Donnelly

Predicting the future via used car ads



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Fiat plans to grow on the success of the 500 family

Why fruitful times are looming for FCA

AFTER WEATHERING ONE of the most gruelling periods in its storied history, there are reasons for Fiat Chrysler Automobiles (FCA) to feel bullish right now.

Fuelled by strong sales of Jeep SUVs, the group is performing well in the United States and making gains against chief rivals General Motors and Ford, although it remains to be seen whether a recent recall of Jeeps vulnerable to software hacking will put a dent in consumer confidence.

On this side of the Atlantic, FCA's finances have been narrowly – but consistently – in the black since late last year, with the Fiat 500 family of cars selling well.

Jeep is expected to bolster FCA's sales growth in SUV-hungry Europe, too, but the company is also intent on ensuring the Fiat brand itself is only selling the kind of cars customers actually want. It plans to do this by focusing its efforts in two growing market sectors (see p8-11).



Like all good plans, this one is bold in its simplicity. With a new roadster on its way to top the range, a new breed of functional small Fiats to sit alongside the stylish 500 family could turbocharge the Italian firm's revival.

MATT BURT HEAD OF CONTENT

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THIS WEEK

News to share? Call 020 8267 5782/5796 email tom.webster@autocar.co.uk

New 500XL will be one of the 'Emotional' models in Fiat's line-up



Two-pronged attack by

■ Fiat range to be divided into 'Emotional' and 'Rational' arms ■ New 124 Spider to join 500s

Fiat Chrysler Automobiles will split its Fiat brand into two distinct arms as it plots to revive the company in the competitive western European car market.

Fiat's product planners have decided to exploit two areas in the European car market that are showing strong signs of growth: near-premium small and compact cars and high-value budget cars.

Fiat's Luca Napolitano, who is head of the Fiat brand for Europe, the Middle East and Russia, has been quoted as saying that the two new arms are known as 'Rational' and 'Emotional'.

The Emotional family covers the expanding 500 range and the upcoming Mazda MX-5-based Fiat 124 Spider. The significant addition to the 500 range will be a larger five-door hatchback model, which will be based on the same platform as the 500X crossover.

This new car is expected next year and Fiat will pitch it as a direct Mini rival that offers more space. All-wheel drive and powerful turbocharged versions are also under development.

Napolitano said Fiat's Rational line would be "based on functionality and value for money". The Panda (which

will be replaced in 2018) will make up the entry-level models. They will be joined by a new B-segment supermini – in effect, a reborn Uno – and a new family hatchback and estate that are based on the Aegea budget saloon.

Fiat's own internal presentation says the new Rational B-segment model will be launched next year.

There's no news yet on what the bigger models will be called, but Grande Panda or Grande Punto are thought to be in contention.

Although Fiat will reveal more about this new line-up at the Geneva motor show



FCA boss Sergio Marchionne will oversee the plan

'Grande Panda Cross' will be part of the new 'Rational' family

**AUTOCAR
IMAGES**



Fiat wants to exploit two areas of the market that are showing strong growth: near-premium small cars and budget cars

Fiat

in Emotional family

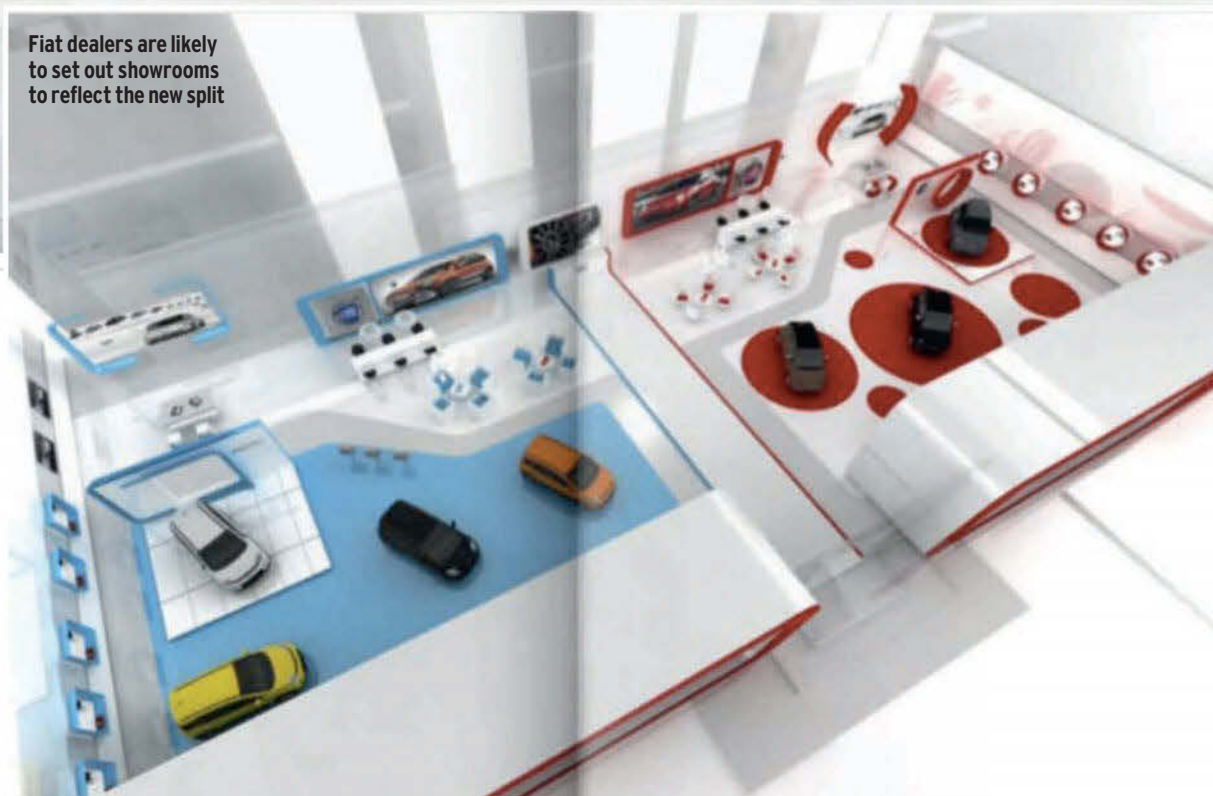
next March, it's understood that the C-segment hatch and estate will not be as cheap as Dacia models but will undercut mainstream rivals from the likes of Skoda and Hyundai-Kia.

The Aegea platform has been developed in Turkey over the past three years, mirroring Dacia's approach of completing much of the engineering in a low-cost country, Romania in Dacia's case.

According to an official investors' presentation by the company, Rational Fiats will be built in just one trim level, with the choice of two engines and just four exterior colours.

This suggests that luxury →

Fiat dealers are likely to set out showrooms to reflect the new split



← upgrades such as sat-nav or a higher-quality audio system will be installed by the dealer. Showroom prices will also be fixed and Fiat may opt to retail these cars online.

Such moves look to leverage Fiat's historic advantages of being a brand built on a reputation for characterful and highly regarded small cars such as the Uno, Brava, Punto and Panda – all of which became European Cars of the Year.

This new plan should boost the Fiat brand, which has suffered a collapse in its sales and market share during the past two decades.

In 1997, when the first-generation Punto was at the top of the sales charts, the company sold 1.272 million cars in western and central Europe and achieved a market share of 9.44%.

For almost 10 years from 2001 on, sales hovered approximately 100,000 either side of the 900,000 mark. However, after achieving 837,000 sales in 2010, Fiat sales collapsed to just 583,000 and a 4.5% market share.

The good news for the Italian firm is that 2015 is proving to be something of a turnaround year for the brand, even before the new two-family plan has been established.

At the end of June, the 500 and Panda accounted for a near-28% share of the A-segment between them and the 500L was number one in the small MPV segment, with a market share of 24%. The 500X has also had a strong start to the year, with around 37,000 units sold during the first six months.

HILTON HOLLOWAY

FIAT'S 'RATIONAL' FAMILY



FIAT'S 'EMOTIONAL' FAMILY



**AUTOCAR
IMAGE**



Abarth to fettle

FIAT'S NEW REAR-DRIVE 124 Spider could make its debut this year, according to company sources.

Fiat Chrysler Automobiles is said to be considering bringing forward the unveiling of the new roadster to either the Frankfurt motor show in September or, more likely, the Los Angeles show in November. The US was by far the biggest market for the original 124 Sport Spider.

The new 124 Spider is a restyled version of the new Mazda MX-5 and will be built at Mazda's Hiroshima plant. The latest spy shots show that the new Fiat has been completely reskinned, with only the windscreen and windscreen surround shared by both roadsters.

The Fiat also looks to have longer overhangs front and

rear. This ties in with quotes from Roberto Giolito, head of design for Fiat and Abarth, who said the new Fiat would be "very masculine".

This look will also be a base for a more extreme Abarth-badged version. Future Abarths will be genuine performance models, with the Abarth 695 Biposto version of the humble 500 hatch marking the future intentions of the sub-brand.

As a result, the Abarth-badged version of the roadster could have the forthcoming update of the 237bhp 1750 TBI engine that powers the Alfa Romeo 4C.

If that is a step too far for this lightweight rear-wheel-drive roadster, another possibility is a new development of the familiar turbocharged 1.4 Multiair

engine, which is likely to have between 180bhp and 190bhp.

Fiat and Abarth could also exploit the Abarth 124 Rally. This model was launched in 1972 and built on the success of the standard car, which won the 1972 European Rally Championship. It was distinguished by its matt black bonnet and wheelarch extensions.

The competition model had wider tracks, air scoops in the bonnet and in front of the rear wheel arches and four nose-mounted spotlights.

The Fiat version of the new 124 will be much more mainstream than the Abarth one to maximise its appeal. Multiair engines with around 130bhp and 150bhp are expected.

The new car is due to go on sale in late spring next year.

Fiat 124 Spider is based on new MX-5 but has unique styling



reborn Fiat 124 Spider

Original 124 Spider: what Fiat's new roadster must live up to



THE ORIGINAL FIAT 124 Sport Spider remained in production for a remarkable 19 years. Designed by Pininfarina and related to the rear-wheel-drive Fiat 124 family, it was launched in 1966, survived the introduction of new

emissions and safety regulations in 1974 and was sold as a Fiat until 1982, when the brand pulled out of North America.

Between 1983 and 1985, it was sold as a Pininfarina, which was a fair reflection of the fact that the Italian

design house founded by Sergio Pininfarina (left) had built the car since its launch. Production ended in 1985 after an estimated 200,000 had been built. About three-quarters of them were sold in North America.



VW plots 300bhp SUV coupé

Tiguan Coupé R to top Volkswagen's new line-up of rakish SUVs; due in 2018

Volkswagen is preparing to move into the emerging compact performance SUV market with a headlining 300bhp version of its upcoming Tiguan Coupé.

The racy five-seater, conceived and developed by the firm's in-house R division, is tentatively due to reach UK showrooms in 2018. It is planned to crown the Tiguan Coupé line-up with a turbocharged 2.0-litre petrol engine running a similar tune to that used by the Golf R.

It will produce up to 280lb ft and come with a six-speed dual-clutch automatic gearbox, four-wheel drive and an electronic torque vectoring function, say insiders.

The potent reserves and contemporary driveline are aimed at catapulting the Tiguan Coupé R into direct competition with the Mercedes-Benz GLA45 AMG and Audi RS Q3 as well as a planned BMW X2 M and Range Rover Evoque SVR.

Nothing is official at this stage, but the Tiguan Coupé R is likely to possess straight-line performance comparable with that of the Golf R Estate, which has a claimed 0-62mph time of 5.1sec.

A specially tuned version of the standard Tiguan Coupé's MacPherson strut front and multi-link rear suspension with reduced ride height and a four-mode adaptive damping system will aim to provide the necessary dynamic traits needed to set the R model apart from the rest of the model's line-up.

One of three new second-generation Tiguan models, the Tiguan Coupé is planned to go on sale in standard guise

in 2017, less than 12 months before the range-topping R model is due to join the line-up.

Included among the standard four-cylinder engine options will be 1.4 and 2.0-litre petrol units, as well as 1.6 and 2.0-litre diesels. Also planned is a plug-in petrol-electric hybrid-propelled GTE model running a similar driveline set-up to that used by the Golf GTE.

The basis for Volkswagen's first SUV coupé are the same MQB underpinnings as those employed by other second-generation Tiguan models. Sporting its own, distinctive styling, the Tiguan Coupé is described as being "more rakish" than the standard Tiguan, with more acutely angled front and rear screens, a shallower glasshouse, a sloping roofline and more prominent C-pillar treatment.

The basic appearance was previewed on the BlueCross Coupé TE shown at the Detroit motor show in January, although the production version is described as being smaller than the show car, with a length of around 4600mm.

Although billed as a coupé, the new Volkswagen will feature a practical five-door body with four conventional front-hinged doors and a one-piece tailgate that can be opened either manually or remotely, via a key fob or a sensor in the rear bumper.

The Tiguan Coupé R is planned to receive a number of upmarket interior appointments, such as an active instrument display, head-up display and a full selection of camera-aided safety features, including an emergency braking function.

GREG KABLE



The VW Tiguan Coupé R will use a similar engine tune to that of the Golf R

Tiguan line-up set to grow

VOLKSWAGEN IS LOOKING to an expanded second-generation Tiguan line-up to provide a sizeable increase in sales as it further establishes itself as the world's largest car maker by volume.

The new Tiguan will be produced in three variants: a standard-wheelbase five-seater that's due late this year, a long-wheelbase seven-seater (due next year) and a five-seat coupé model

that's planned for 2017.

The three-strong range is aimed at providing the Tiguan with a far broader appeal than that of the first-generation model, which was launched in 2007.

The new Tiguan will use VW's MQB platform, which uses more hot-formed high-strength steel than the PQ35-based underpinnings of the existing Tiguan to provide the new model with a

claimed 80kg reduction in kerb weight over that of its predecessor.

The standard model, seen here testing in prototype form, is slightly longer and wider and is set to offer greater space and versatility than today's Tiguan. Sources also suggest it will offer over 500 litres of boot space and a greater towing capacity.

As with today's model, the new SUV is planned to be sold exclusively with turbocharged four-cylinder engines, including 1.4 and 2.0-litre petrol units, along with 1.6 and 2.0-litre diesels.

Also planned is a plug-in hybrid driveline option in a new GTE model that is said to provide an electric range of up to 31 miles. It uses an electric motor and a 1.4-litre petrol engine to provide a claimed 170mpg combined.

SPY SHOT
VW TIGUAN



AUTOCAR
IMAGE

JIM HOLDER

Fast SUVs go mainstream

PURISTS WILL SHAKE their head in bewilderment as the premium car makers' growing love for the SUV sports coupé starts to filter into the mainstream, but the economic reality of a widening global market for distinctive high-riding cars makes it an inevitability.

Even with the current downward turn in China's economy, there are few signs of the nation's love for SUVs slowing down. Sure, peak growth of sales is at the cheaper end of the market, to the point that domestic makers are at last grabbing a foothold, but that shouldn't distract from the power of these halo products. As the sector grows, so too does the appetite for standout models.

The question is whether



Range Rover Sport SVR makes a convincing case for hot SUVs

they can be sold with any authority as performance vehicles. With the laws of physics against them, that's a big ask, but there is evidence from the likes of the Range Rover Sport SVR that it can be done. No matter where you sell cars in the world, authenticity is key; no one wants to drive around in the automotive equivalent of a show horse.

Nor does heritage guarantee success. VW may be able to lean on its long history with GTI and R models to justify its actions, but there will be no swifter way to wash away the equity they have built up than by abusing it. As inevitable as its going on sale may be, the Tiguan Coupé must deliver on the road as well as in the marketing brochure.

Volkswagen's SUV future

TIGUAN (2015)

The standard version of the new Tiguan is the next VW SUV due on sale. It will be shown at Frankfurt before a sales launch later this year.

**LWB TIGUAN (2016)**

A long-wheelbase version of the Tiguan will follow soon after the standard version. It will offer space for seven when it goes on sale next year.

**TIGUAN COUPÉ (2017)**

The most outlandish Tiguan is a couple of years down the line. High-performance R version is likely a year later.

**CROSSBLUE (2017)**

The not-for-Europe CrossBlue is aimed at the US and Chinese markets. It's due to be built in the US and will sit between the Tiguan and Touareg.

**TOUAREG (2017)**

Flagship SUV is due to be replaced in two years' time. Based on the MLB platform, it promises a lower kerb weight and improved efficiency.

**CROSSBLUE COUPÉ (2018)**

A coupé version of the CrossBlue is on the cards as well and is set to follow a year after the seven-seat standard model.

**T-ROC (2018)**

First shown in Geneva last year, the Polo-based T-Roc would be a rival to the likes of the Nissan Juke. It is set for production in 2018.

**TAIGUN (TBC)**

Up-based entry-level SUV, first shown at the 2013 Sao Paulo motor show, is currently on hold and no date has been set for production.



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Fuel consumption figures in mpg (l/100km) for the All-New Kia Sorento range are: Urban 36.7 (7.7) – 40.9 (6.9), Extra Urban 46.3 (6.1) – 57.6 (4.9), Combined 42.2 (6.7) – 49.6 (5.7) CO₂ emissions are 177 – 149 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown is All-New Sorento 'KX-4' 2.2 CRDi 197bhp 6-speed auto ISG 7-seat.

Tesla Model 3 is expected to cost from £30,000

AUTOCAR
IMAGE



New Model 3 to beat M3

Tesla's all-new BMW 3 Series rival could hit 62mph in 4.0sec; on sale in 2017

The Tesla Model 3 will be revealed in March next year before going on sale in mid-2017.

However, it will not be unveiled at the Geneva motor show, with Tesla reportedly planning a bespoke event to reveal the compact saloon later in the same month.

Sources have indicated that acceleration to 62mph could eclipse that of the BMW M3 M DCT, which records a 0-62mph time of 4.1sec. It has

been suggested that the car will have a range of up to 300 miles on a single charge.

The Model 3, which is expected to sit on bespoke underpinnings rather than a cut-down version of the all-aluminium Model S platform, is tipped to be around three-quarters of the size of the Model S and significantly lower in price. Prices are expected to start at around £30,000.

Chris Porritt, Tesla's vice-president of engineering,

previously told Autocar: "I expect there will be very little carry-over [from the Model S]. We've got to be cost-effective. We can't use aluminium for all the components."

This suggests that the Model 3 will use mostly steel in its make-up, although it will probably use bonding and rivets in its construction.

The Tesla Model 3 will compete in an increasingly crowded segment, taking on the likes of the new Alfa

Romeo Giulia, Audi A4, BMW 3 Series, Jaguar XE, Lexus IS and Mercedes-Benz C-Class.

Tesla's chief designer, Franz von Holzhausen, has previously said the Model 3 will have more distinctive styling than the relatively conventional Model S.

"We will become more experimental as we develop as a brand," von Holzhausen said. "Our cars need to have some personality."

JIM HOLDER

Confidential

LOTUS IS CONSIDERING a GT3-style variant of the Evora 400. Power could increase, but the main focus will be removing more weight. "The first thing I thought after this car is to make it even lighter, in the spirit of our brand," said Lotus CEO Jean-Marc Gales. "Low weight, and maybe a couple of horsepower more. You can always find a few."



TESLA'S DECISION TO name its new acceleration technology Ludicrous Mode was inspired by the 1980s comedy Spaceballs. In the film, a character demands that his spacecraft is set to near-maximum acceleration, requesting Ludicrous Mode. Tesla owner Elon Musk, a fan of Spaceballs, has suggested there's an even faster mode to come for the new Tesla Roadster. In Spaceballs, the next mode up from Ludicrous is called Maximum Plaid.

THE HYBRID JAZZ has been dropped from the UK Honda line-up because of the small numbers sold. It has been deemed too expensive for Honda UK to import and no longer makes financial sense.

NEW TOYOTA GB boss Paul van der Burgh will pioneer a new service ethos for the brand in Britain, prior to it being rolled out globally. Consumer One will put the customer at the heart of the Toyota buying process. Innovations centre around improved digital services throughout a customer's time as a Toyota owner.

DRIVERLESS CAR TECH needs a lot more work before it is established. Kevin Curran, senior lecturer in computer science at the University of Ulster, said: "Unless security is considered from the outset, they [autonomous cars] are as useless as a chocolate teapot."

Roomier, lighter Astra estate on its way

THE NEW VAUXHALL Astra Sports Tourer has been spotted testing in Europe ahead of its planned launch early next year.

The estate is based on the same General Motors D2 platform as the new hatchback and borrows that car's styling for its front end. At the back, the Sports Tourer features an elongated rear section and a larger boot.

The new Sports Tourer is expected to offer more cabin and load space than the current car. Today's Astra Sports Tourer offers a load capacity of 1550 litres with the rear seats down and 500 litres with them in place.

As with the hatchback,

the new Sports Tourer is expected to be considerably lighter than its predecessor. If the weight saving of up to 200kg achieved on the hatchback can be replicated for the estate, expect the new Sports Tourer to weigh in at just under 1800kg.

The estate variant's engine line-up will be lifted from the Astra hatchback range. It will include a 99bhp naturally aspirated 1.4-litre petrol unit, a 148bhp turbocharged petrol 1.4 and a 1.6-litre diesel with 109bhp. A higher-output twin-turbo diesel is scheduled to be launched early next year and could make its debut in the Sports Tourer.



SPY SHOT
VAUXHALL ASTRA
SPORTS TOURER

BORGWARD BACK WITH SUV

Reborn German car maker Borgward has given a glimpse of its new SUV, releasing this image of a prototype in testing ahead of the production car's debut at the Frankfurt show in September. The BMW X3 rival is due to go on sale next year.



SPYKER ON ROAD TO RECOVERY

Spyker has confirmed it has exited the 'moratorium of payment' procedure that allows a company to continue operating while restructuring. The firm is merging with Volta Volare, a US-based electric aircraft maker.



UK to get fewer than 20 Ford GTs each year

Ford of Britain is fighting to maximise its allocation of the new supercar, on sale from late next year for about £240k

Ford of Britain boss Andy Barratt is "fighting very hard" to ensure a sizeable allocation of the highly anticipated Ford GT for the UK market. However, fewer than 20 cars could go on sale here through official import channels each year.

The new flagship for the Ford Performance sub-brand visited the UK last week in concept form and company chiefs reported a "huge" level of interest in the car, which is expected to cost around £240,000 in the UK.

Production of the GT will start in Canada near the end of 2016. Although Ford hasn't officially declared how many examples it will build in total, the run will be limited to 250 per year. Overall production numbers will be far fewer than the previous GT, of which around 4000 were produced between 2005 and 2006.

"I'm fighting very hard for the allocation, because when we produced the last GT, 101 came to Europe and only 28 officially came to the UK," said Barratt, who started his new role as Ford of Britain chairman and managing director last month. "We haven't declared the absolute run for this GT, but the numbers are going to be a lot lower than the 2005 car."

"Selfishly, 7% of Ford's global sales are in the UK, so my argument is: 'Can we have 7% [of the production run]?' I want as many as I can because it is such an iconic car."

If Barratt succeeds in securing 7% of the GT's production run, it would suggest that 17 to 18 of the annual total of 250 cars would officially go on sale here.

He said Ford has yet to determine the criteria by which it will decide who gets

to place an order for the new GT, but he added: "We've got more expressions of interest than we are going to have cars. There will be a number of things we look at. What's their experience with Ford so far? Have they got a history with our brand? Some of the allocation of the previous GT was based on that. It will be a mixture of influences."

Barratt said he has also been "astounded" by customer reaction to the new Mustang, the first generation of the car to be sold as a right-hand-drive model. The first deliveries of the Mustang to UK customers will begin in the autumn, but the order book is already full into mid-2016.

"We are now sold out beyond July next year, although that's not a reason not to go into a dealership and buy one," said Barratt.

MATT BURT

Q&A: ANDY BARRATT, CHAIRMAN, FORD OF BRITAIN

What impact do you expect the Ford GT to have in the UK?

"It is a showcase for the brand. When the car was in the UK, we put it into the back of a glass box and drove it around London. The impact was huge. People love to see a car like that. Having a draw like GT is an enormous asset."



Is that interest translating into prospective sales?

"We've got lots of people raising their hands, prepared to travel all over the place to see the car. We had people go to the Geneva motor show, and 40 people who had expressed an interest came down to Goodwood to see it."

Will the new GT be a profitable car for Ford?



"We are not doing it to make money, because if we were, we would produce an awful lot more and we'd chase market share as we do in every other aspect of the business. It is a brand showcase."

Ruggedised Hyundai i20 readied for 2016 debut

AN OFF-ROAD-FOCUSED version of the Hyundai i20 known as the Cross Sport will hit the UK early next year.

The i20 Cross Sport is already available to order in the Philippines. It's also on sale in India, where it's known as the i20 Active. It's not yet clear which name the vehicle will carry when it arrives in Europe.

Instead of being a proper baby crossover, and ostensibly a rival for the Volkswagen CrossPolo, the i20 Cross Sport is slightly shorter than the conventional i20 hatchback, despite sharing a platform

and wheelbase. It is 26mm wider, though, and 51mm taller, with a ground clearance of around 130mm.

It's likely that Hyundai's engineers have been tweaking the i20 Cross Sport's chassis settings for European roads. They also appear to have altered the cabin. The interior of the car spied testing had extensive cladding to keep it hidden – a sign that the design and materials are quite different from the versions of the car already on sale in emerging markets.

Two engines are likely to

be offered initially: a 99bhp 1.4-litre petrol unit and an 89bhp 1.4-litre diesel. However, the i20 is among several Hyundais lined up to get turbocharged 1.0-litre three-cylinder petrol engines in the next 12 months, and the Cross Sport will almost certainly be offered with these as well.

Hyundai continues to "evaluate" the market for small SUVs, although it does have a Chinese-built model, the ix25, that could feasibly be fast-tracked to European markets with only modest regional modifications.



SPY SHOT
HYUNDAI i20
CROSS SPORT

New GT has generated
“huge” interest, say
senior Ford officials



ELECTRIC AUDI CONCEPT TO SHOWCASE OLED LIGHTS

Audi's all-electric C-BEV concept, previewed here in this official picture, will be unveiled at the Frankfurt motor show and act as a showcase for the company's new Matrix OLED lights. The units, which use organic light-emitting diode technology, have many layers of ultra-thin organic semiconductor materials through which low-voltage current is passed, activating them and emitting light.

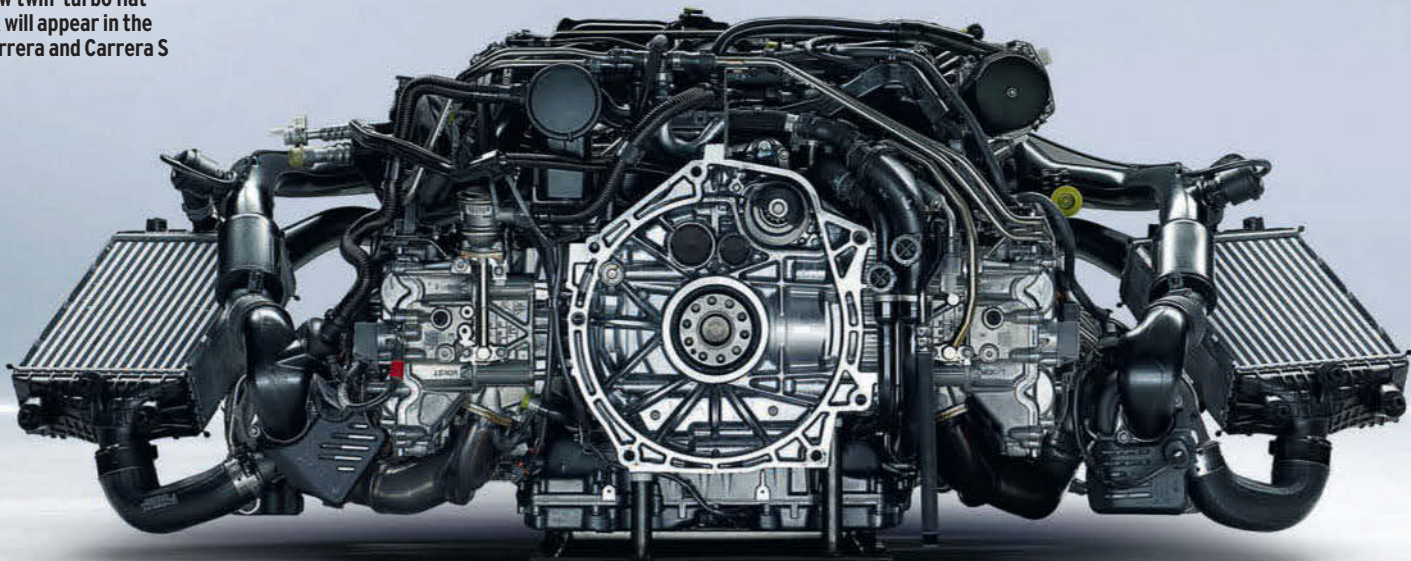
Compared with standard light clusters, OLED light units weigh less and can be packaged more compactly.

Audi says it is working to incorporate the technology into a production car in the near future, strongly suggesting that the first car to feature the lights will be the 2018 electric Q6.

C-BEV concept will be
unveiled at Frankfurt
show in September



New twin-turbo flat six will appear in the Carrera and Carrera S



Purist 911s to shun turbos

Porsche has confirmed that its facelifted 911 GTS and GT3 will retain normally aspirated flat sixes

Porsche has excluded its upper-end 911 GTS and GT3 models from plans to give its 2016-model-year 911 an all-new twin-turbocharged flat six engine.

Both the facelifted 911 Carrera and Carrera S are set to receive forced-induction units for the first time. However, the higher-end models will continue with

updated versions of their current naturally aspirated 3.8-litre flat six engines, officials from Porsche have confirmed.

Although they will continue with their existing engines, the facelifted 911 GTS and GT3 will benefit from chassis and interior upgrades that are also set to be introduced to the 911 Carrera and Carrera S.

These include a four-wheel steer system for the GTS. This system aims to improve the handling qualities of Porsche's sports car and is similar to the systems already used on the 911 Turbo and 911 GT3. It provides 3deg of counter-steer on the rear wheels at speeds below 31mph and 3deg of parallel steering at speeds above 31mph.

The facelifted sports cars will have a revised front bumper featuring active air ducts that close at speeds above 9mph and then open again at 105mph. The basic headlight shape remains unchanged, but the internal graphics and standard xenon projectors are new.

The door mirrors receive an LED blinker function, tail-lights

get revised LED graphics and the rear bumper features cooling slits to help extract hot air from the engine bay.

For the facelifted 911, Porsche is also making available a hydraulic lift function for the first time. This feature provides a 50mm increase in road clearance at the front of the car.

GREG KABLE

Riding in the new turbocharged mainstream 911s

WE'VE RIDDEN WITH Porsche's development team, which has been thrashing four prototypes of the updated 991 generation of the 911 on roads around Cape Town, South Africa.

With styling changes kept to a minimum, the main focus is on the new rear-mounted twin-turbo engine. In principle, downsizing and turbocharging are simple, quick answers to the new emissions standards that will kick in by 2020. In practice, though, it's far from a simple transition – particularly when you're trying to replace an atmo engine that has thousands of development hours and countless improvements behind it.

The current 911 is known for its sharp throttle response and smooth power delivery, so the turbocharged

engine has to provide more than pure muscle.

From the passenger seat, the difference between the turbocharged engine and the normally aspirated one is mainly throttle response. This gives Porsche a potential problem, because the standard Carrera will need to have a different character from the 911 Turbo. Porsche engineer August Achleitner says they did consider relocating the intercooler – attaching it to the rear engine cover instead of its traditional position in front of the rear wheelarch – but it made the air intake so complicated that efficiency became a concern.

To compensate, Porsche's engineers have added a Sports Response Button (SRB). It has four options – O, S, SI and I – and sets

correspondingly different throttle opening levels to enhance the engine response while minimising the turbo lag. For example, S is used for highway driving and SI is for sports driving on a circuit. 'I' stands for 'individual', allowing you to configure the throttle setting to your own preference.

We were unable to try these settings for ourselves, but it's interesting that Porsche has deemed it a necessary solution.

In any case, we suspect the 911 has moved on considerably since our time with it. After our miles in South Africa, the prototypes were due to head to Canada and severe cold weather. It may officially be a facelift, but this incarnation of the 911 represents one of the biggest steps in the car's history, so it's no surprise that Porsche is taking no chances. **YOSHIHIRO KIMURA**

Four prototype 911s were testing in South Africa



AUTOCAR
IMAGE

Porsche's all-new executive saloon will include an electric version

Porsche poised for 5 Series rival debut

PORSCHE IS SET to provide official recognition of long-mooted plans for a sixth model line when it unveils a concept saloon at the Frankfurt motor show next month.

Described as being smaller than the Panamera, the new five-seater will also presage a new electric-powered model to take on the upcoming Tesla Model 3, according to officials from the German car maker.

The new Porsche saloon is tentatively planned for introduction in 2018 as a rival to the likes of the BMW 5 Series. It will be based on a

shortened version of the MSB platform that will be used by the second-generation Panamera and will support a range of petrol, diesel, hybrid and electric powertrains.

The decision by Porsche to follow the introduction of the second-generation Panamera with a new, smaller saloon model follows a similar strategy with its SUVs. The second-generation Cayenne was joined by the smaller Macan, which has played a crucial role in Porsche achieving a record 113,984 sales in the first half of 2015.

Tester's Notes

Matt Prior



UK government is keen to encourage vehicles like this

I didn't know this: in England, the average driver spends 235 hours – six working weeks – behind the wheel every year.

The Department for Transport (DfT) told me this in a document called 'The Pathway to Driverless Cars', which says that driverless cars are coming and that you really ought to like it. They will make access to cars easier (nearly half of under-30s can't drive), reduce congestion and accidents and improve air quality.

For good measure, the DfT is trying to position the UK as the world's best place to develop driverless cars. And why not? We have great researchers, changeable weather and challenging roads.

Crucially, the UK never ratified the Vienna Convention, which insists that "every moving vehicle or combination of vehicles shall have a driver" who "shall at all times be able to control his vehicle". So

While other countries issue special permits for driverless cars, we can just get on with it

while other countries revoke laws or issue special permits for driverless research, here engineers can just get on with it.

But what I like most about the DfT's Pathway is that it treads softly. "The Government is developing a light-touch, non-regulatory approach to the testing and development of these technologies," it says. The whole document reads like a virtuous, altruistic experiment.

Government wins if air quality and accident rates improve and manufacturers

win if we buy their stuff. You and I? We win if people crash less, we use less fuel and commutes get easier, as long as driving for pleasure still exists. And there's the worry.

And there's why I've sighed at a Transport Committee of 11 MPs, who've read the Pathway and, in response, have made some recommendations, like telling the DfT to "prepare for a transitional period when manual, semi-autonomous and autonomous vehicles are all running together on UK roads".

As if it's doing anything else. Everyone developing autonomous technologies is already preparing for that, but it isn't a 'transitional period'; it's simply 'the future' for all of our lifetimes and beyond.

Oh, here's the committee again, reminding the DfT that "potential levers to nudge behaviour [towards adopting particular technologies] include type certification, road worthiness standards, mandating the fitting of particular technologies to new and existing vehicles by a specified date, scrappage schemes and fiscal incentives".

Yes, that's the Transport Committee already floating the idea of making mandatory technology that may not even exist yet, let alone work, and phasing out vehicles that don't have it. Excuse me while I put my face in my hands and sob.



Google has done lots of testing in the US; should it try the UK?



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ford.co.uk/fiesta



Go Further

A Week In Cars



Steve Cropley

Peugeot 407's Ferrari-inspired design seems quite remarkable today



MONDAY

Disaster. Worse, a predictable disaster. Drove away from home on a routine mission to collect a car, with the Steering Committee assisting. As is becoming increasingly common, we were in a 'keyless' car, its all-important fob in my pocket. You can guess the rest. We arrived at our destination and, engine still running, swapped seats. I got into the other car and drove off on a reporting job. The Steering Committee then went to head for a different destination, at which point – of course – she discovered her car wouldn't restart because its ignition controller was now some 30 miles away.

There ensued a flurry of phone calls, fuss and inconvenient dashes, during which both of us railed against this gigantic built-in drawback of keyless systems that makes any apparent advantage seem minuscule. I 'get' remote locking, but not the keyless thing. The convenience so often cited is illusory, especially since these systems have evidently also been aiding thefts of upmarket cars. Who wants one?

I 'get' remote locking, but not the keyless thing. The convenience cited is illusory

TUESDAY

Funny how your opinion of a car changes with time. When it was new, I thought of the Peugeot 407 (2004-2010) as an inoffensive car of no great merit, its plus points all but obscured by the better credentials of the Volkswagen Passat and Ford

Mondeo. Now I'm starting to see 407s as special because of the Ferrari-derived front-end styling that starts with the 'mouth', the rakish lights and the wide egg-crate grille.

All of a sudden it seems remarkable – and as history flows it will inevitably become more so – that a big-selling family model was styled to echo the best points of the Ferrari Daytona by a French designer (Gerard Welter) who simply could not disguise his admiration for the Italian supercar. But then, Welter was very special himself. He was the only chief designer in history ever to run his own, private Le Mans team – Welter Racing – from workshops in his own back yard.

And another thing...

Spotted this rare and remarkable advert at a military show in Kent. Strikes me the MIG 21, at one time Russia's foremost interceptor fighter, which must have cost tens of millions to make, has reached the bottom of its depreciation curve.



WEDNESDAY

I love little cars with little engines but still felt a tinge of apprehension at being dispatched on a 470-mile, day-long round trip in the five-door Audi A1 Sport powered by the latest 97bhp 1.0-litre turbo triple, which the tyre smokers have just had in for test. Perhaps, said my more traditional self, it'd have been better to tackle such a relentless journey with the quicker and more powerful 1.4 TFSI. Or even a nice Range Rover Sport?

Not for the first time, my inner traditionalist was wrong. Within five miles I discovered that this new A1 three-pot is not only beautifully smooth and quiet but also gives up its healthy 94bhp with the utmost willingness. I revelled in the compactness of the car and its fine driving position but soon appreciated what I'd already been told by our testers: that the Sport's stiffer suspension and bigger tyres promote a poorer ride with more road noise than the standard SE. As a half-way house, you can order a Sport and delete the stiff suspension at no cost but keep the better-looking wheels. The A1's big strength is the way it keeps its small-car



Severn crossing is a pricey chore

advantages while offering a decent helping of big-car luxury.

FRIDAY

There are (at least) two things wrong with having friends in Wales. One is that it costs you £6.50 every time you want to visit them in a car, because that's the iniquitous price you're charged to cross either of the bridges that lead there. The second is that you have to queue for 10 to 15 minutes for the privilege of paying the dosh.

I'm amazed residents across the Bristol Channel aren't moved to more frequent protest. Compared with the new procedure attached to crossing the Thames Estuary at the other end of London – or even the system it superseded – this is a trip straight back to the 1950s.

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FIRST DRIVES

This week's new cars

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Nissan Juke-R 2.0

30.7.15, Silverstone Race experts turn up the GT-R V6's wick to 591bhp to create an even madder Juke than before



Turns out it was just a scurrilous rumour. Pity. The new Nissan Juke-R 2.0 isn't powered by the actual engine out of Sir Chris Hoy's crashed GT-R Nismo after all.

You might remember that at last year's Goodwood Festival of Speed, former bicycle helmsmith Hoy had a spot of bother at Molecomb while driving a GT-R Nismo. Rumour had it that the 591bhp V6 had been rescued from the deformed GT-R and put into the Juke-shaped car you see here.

But no; to ruin a good yarn, that's not the case. Apparently, the V6 still rests in the car, which itself remains in broken form in a garage, where it is slowly being bastardised to fix other GT-R Nismos because parts are rare and take a long time to arrive from Japan.

So this revised Juke-R, then, is an evolution of what came before, rather than the recipient of an engine transplant. When it was launched in 2012, the original Juke-R was a mechanically sound but aesthetically – particularly on the inside – a functional concept aimed at bringing

some perceived sportiness (and actual bonkersness) to the Juke range.

It was prepared by race and engineering specialist Ray Mallock Ltd (RML), to which two Jukes and three GT-Rs were given and died. The first-gen Juke-R had a 485bhp V6 under the bonnet, the 250mm-shortened drivetrain of a GT-R beneath the skin, a rollcage to add body stiffness and various bits either cut away or welded into place. RML built two – the better finished of which did the media rounds – and was going to leave it at that.

Then a couple of people said they'd like to buy one. Nissan's warranty and servicing and parts departments said that would be silly. How would you give a three-year warranty or guarantee parts availability and support for 10 years? Well, you can't, but these customers don't care, you see. So a few internal rules were bent and three customer cars were built, at an undisclosed price of more than £300,000 a pop.

But since then, both the regular Juke and the GT-R have moved on, so

the Juke-R has moved on with them. The '2.0' moniker is particularly apt: think of this as you would an app update rather than a new version, because it is – whisper it – actually the same car we drove in 2012.

But there are differences beyond the increased power output. Exterior changes mean that this car now apes the Juke's latest look. The side repeaters are in the mirrors, not the

Given ideal conditions, the engineers reckon this is a 3.0sec car to 60mph, down from 3.7sec before



Exterior details have been tweaked to bring it more in line with the regular Juke's look



This time around, the Juke-R has actual carpets and a more finished feel generally, but it's all relative; it still feels like a car built for track fun



Twin-turbo 3.8-litre V6 puts out 106bhp more than before, at 591bhp, so it's reassuring that the brakes have excellent feel and stopping power



wings, for example. It has sculpted side skirts, the lights are new and there's a rear wing, as on the Juke Nismo. There's a new carbonfibre diffuser on the rear underfloor, too, and at the front sits a new bumper that has a greater cooling capacity, because the power hike demands it. And the wheels are a different design.

Inside, there are a few alterations. The first Juke-R was a little raucous inside, so this one now has decent carpets and slightly more conventionally finished seats. So it feels just like a Juke inside? As long as you ignore the massive roll cage, the fact that the dashboard is pure GT-R and you're clamped tightly in what are still basically racing seats by a four-point harness, sure. And that the rear of the cabin is all structural tubes. You sit relatively high, with non-adjustable seatbacks holding you upright, but still the steering wheel doesn't reach that close.

The engine, rather than donated by Hoy, is still the one from the first car but has been uprated to the latest Nismo specification, making 591bhp

rather than the 485bhp of the first time around. It drives through the same driveline: a six-speed dual-clutch 'box with four-wheel drive.

An additional 106bhp should make the Juke-R 2.0 feel very much quicker than its predecessor. But a three-year gap between drives rather numbs those impressions. I thought v1.0 felt crackers fast, and so does v2.0. RML has done a two-up 0-60mph run and timed it at 3.3sec. Given ideal conditions, its engineers reckon this is a 3.0sec car to 60mph, down from 3.7sec before. Throttle response is exceptional for a twin-turbo unit and better than the road-going GT-R Nismo's.

The rest of the driving characteristics are unchanged, which is no bad thing at all. The steering is terrifically communicative, the gearshift is fast and the brakes have superb feel and stopping power. And when it comes to handling, the R is a complete hoot. It retains quite a lot of the grip of a GT-R, and although some of the outright ability and composure have been lost to bigger

body movements because it's taller, shorter and a bit heavier than a GT-R, the Juke-R is superb at telegraphing to its driver what it's doing.

Drive fairly smoothly and most of what it's doing is nudging into understeer that, if you push through it on the throttle, will meld into mild oversteer on the way out of a corner.

But if you keep the brakes applied during turn-in and give it a bit of a bung, the nose fairly darts into a corner thanks to the short wheelbase. That'll unsettle the rear at the same time, from where plenty of power will eventually pull the Juke straight after a brief spell going sideways.

From that perspective, it is very stable and forgiving, like a GT-R. It's just that the body movements and the ability to pitch it sideways are exaggerated. It's pretty much a caricature of its more serious self, one that feels as ludicrous now as it did three years ago. The big difference is that, this time, we know from the start that, should you really want them to, they'll build you one.

MATT PRIOR



NISSAN JUKE-R 2.0

Even more entertaining than the previous one. You'll need to have a deep wallet to get one, though



| | |
|---------------------------|--------------------------------|
| Price | £300,000-plus |
| Engine | V6, 3799cc, twin-turbo, petrol |
| Power | 591bhp at 6800rpm |
| Torque | 481lb ft at 3200rpm |
| Gearbox | 6-spd dual-clutch automatic |
| Kerb weight | 1806kg |
| Top speed | 165mph (est) |
| 0-60mph | 3.0sec (est) |
| Economy | na |
| CO ₂ /tax band | na |

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Volvo V60 Cross Country

30.7.15, Cotswolds Estate gains cladding and a taller stance to attract rugged-minded buyers

This more rugged version of the V60 estate is the latest example of Volvo's attempts to exploit its Cross Country sub-brand, following the V40 Cross Country.

With a 201mm ride height, this Cross Country model sits 65mm higher than a standard V60. Cosmetic styling additions include front and rear skidplates, gloss trim around the doors and mirrors, wheel arch extensions and twin tailpipes.

The V60 Cross Country comes in a choice of four trim levels – SE, SE Nav, Lux and Lux Nav – and three diesel engines. In each case, the Cross Country commands a price premium of £1200 over the equivalent regular V60.

The entry-level motor is the D3 2.0-litre four-cylinder turbodiesel, with 148bhp and 258lb ft. The middle of the range is filled by the D4, which has the same cubic capacity as the D3 but produces 188bhp and 295lb ft. Both versions are front-wheel drive. The range-topper is the 2.4-litre five-cylinder turbodiesel D4 AWD. It

also develops 188bhp but has a hefty 309lb ft and four-wheel drive.

Buyers have the choice of a six-speed manual or eight-speed automatic gearbox with the D3 and D4 variants, but the flagship D4 AWD is automatic only.

In the D4 SE Nav manual form tested, the V60 Cross Country certainly won't leave you feeling short-changed in terms of performance. Despite weighing almost 60kg more than the comparable standard V60, the Cross Country pulls keenly from just 1400rpm. There's even a hint of torque steer under hard acceleration. Such is its urgency, in fact, that it's close to falling into the 'wolf in sheep's clothing' category.

When pressing on, short-shifting is the way to go, because the D4 is out of puff by 4250rpm. In terms of vibration, refinement is respectable. However, it's definitely a vocal unit and there's less respite from it than you'll find in some of Volvo's rivals.

Working the six-speed manual

transmission is no chore, but neither is it a gearbox with which you particularly look forward to interacting. The throw is slightly longer than you get in rivals such as the Skoda Octavia Scout, but each ratio slots home precisely enough.

The V60 Cross Country is surprisingly composed through bends, given its added ride height, and there's plenty of grip and little in the way of body lean. It takes potholes in its stride, but deep undulations at A-road speeds will bring the extra height to your attention, because the car takes a fraction longer to settle than the standard V60. There's not a great amount of steering feel, but it's precise enough and is consistent in its weighting.

The cabin looks and feels impressive. The driver is well catered for, with plenty of seat and steering wheel adjustment, but rear head and leg room are less impressive. At 557 litres with the seats up, boot space is respectable but not class-leading.

As standard, you get a 7.0in

touchscreen infotainment system, sat-nav, DAB radio, Bluetooth, dual-zone air conditioning and rear parking sensors. Our test car added the £1900 Driver Support Pack, which includes collision warning with full automatic braking, lane assist and blindspot assist.

If you're after a family estate that'll give greater peace of mind when tackling hilly dirt tracks, the V60 Cross Country is hard to overlook. But if you want the added security of four-wheel drive, you'll have to stump up an extra £3000 over this model for the D4 AWD SE Nav variant. That makes it £10k more expensive than the slightly slower but more practical and impressively well-finished Skoda Octavia Scout 4x4.

AARON SMITH

VOLVO V60 CROSS COUNTRY D4 SE NAV

Off-road-biased add-ons give extra versatility to the V60, but better-value alternatives do exist



| | |
|---------------------------|-----------------------------|
| Price | £32,245 |
| Engine | 4 cyls, 1969cc, turbodiesel |
| Power | 188bhp at 4250rpm |
| Torque | 295lb ft at 1750-2500rpm |
| Gearbox | 6-spd manual |
| Kerb weight | 1634kg |
| 0-62mph | 7.8sec |
| Top speed | 130mph |
| Economy | 67.3mpg (combined) |
| CO ₂ /tax band | 111g/km, 20% |



SE Nav doesn't lack for kit and the layout is ergonomic; extra ride height, gloss trim and skidplates distinguish the Cross Country



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Ford S-Max 1.5 Ecoboost

31.7.15, Cheshire New version of the driver's MPV from Ford shows its entry-level petrol credentials

The lesser-powered petrol version of the new Ford S-Max provides an entry ticket to a relatively exclusive club in the UK. Ford predicts that diesel engines – four differently tuned 2.0-litre units – will account for 97% of S-Max sales in the UK, with the remaining 3% split between the 158bhp and 237bhp petrol variants.

However, this 1.5-litre Ecoboost petrol-engined S-Max is £1000 cheaper than the 2.0-litre diesel equivalent and shaves almost a second off its 0-62mph time, albeit with inferior fuel economy and CO₂ emissions. For the private-buying, urban-dwelling big family, then, this model could be a good fit.

The S-Max has always done the practical stuff well, while still offering enough dynamic prowess to be fun, and this generation is no different.

This seven-seater carries some bulk, though, and the 158bhp turbocharged 1.5-litre engine feels a little sluggish when dragging the S-Max up to higher motorway

speeds. That said, it'll rev out past 5000rpm without fuss, offering a smooth power delivery with minimal turbo lag. Refinement is a strong point, too, especially below 3000rpm, where noise is kept to a whisper. The 177lb ft of torque drops off past 4500rpm, though, so there's no great sense of urgency in acceleration.

The entry-level petrol-engined S-Max is an appropriate urban companion, then, and it handles as capably as any Ford family car. However, outside of its comfort zone on more open roads, you'll pine for the stronger diesel engines, which do a better job of hauling this large MPV around. Claimed economy of 43.5mpg and CO₂ emissions of 149g/km also leave this S-Max trailing its diesel siblings.

Inside, the S-Max is practical, spacious and well equipped. Middle-row passengers aren't short on space by any means, but the third row is really suitable for kids or smaller adults only.

Access to all seats is a doddle, with levers moving the middle row up

and forward to clear a path to the rearmost seats, or down flat to create a huge 2020-litre load bay.

The Titanium trim of our test car includes a satellite navigation system, cruise control, automatic lights and wipers and lane-keep assist, as well as a traffic sign recognition safety feature that can spot speed limit changes and adjust your limiter accordingly. Add the nifty Titanium Family Pack (£400) and you'll also be able to fling down all the rear seats at the touch of a few buttons. It also adds tray tables and window blinds to the second row of seating.

Avoid the optional (£400) 18in alloy wheels, though, because the ride is better and quieter on the standard 17in items. Wheels aside, the suspension does well to soak up road imperfections, with only the harshest potholes sending a jolt into the cabin.

The new S-Max is a refreshing alternative in a market with plenty of practical but bland options, and its dynamic abilities still present a compelling case for an MPV to those

otherwise horrified at the prospect.

Mid-spec Titanium trim is our favoured choice thanks to its generous equipment list, but a sticking point on all S-Max models is the price, and this 1.5 Ecoboost version is no exception. Although it's the cheapest model in the S-Max line-up, an equivalent Citroën C4 Grand Picasso will save you a further £2000 and provide better claimed economy. The S-Max is dynamically superior, though.

Ultimately, although you'll save some cash by choosing petrol power as a private buyer, the fuel economy will be significantly less impressive. Most people – especially company car drivers – will be better off with one of the diesel variants.

DOUG REVOLTA

FORD S-MAX 1.5 ECOBOOST SCTI 160 TITANIUM

A cheaper way into an S-Max and fun to drive for an MPV, but diesel ones are gutsier and use less fuel



| | |
|---------------------------|------------------------------|
| Price | £26,245 |
| Engine | 4 cys, 1498cc, turbo, petrol |
| Power | 158bhp at 6000rpm |
| Torque | 177lb ft at 1500-4500rpm |
| Gearbox | 6-spd manual |
| Kerb weight | 1645kg |
| 0-62mph | 9.9sec |
| Top speed | 124mph |
| Economy | 43.5mpg (combined) |
| CO ₂ /tax band | 149g/km, 24% |



Space and kit remain S-Max draws inside; 158bhp petrol engine struggles with the car's bulk but S-Max's dynamic appeal still shines



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DMS 1M (EVO MARCH 12) "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"

DMS SL65 BLACK SERIES (EVO OCTOBER '10) "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

DMS 135i (BMW CAR MAY '09) "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

DMS 997 TURBO 3.6 (EVO SEPTEMBER '08) "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

DMS 997 TURBO 3.8 PDK (EVO JUNE '11) "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



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AUDI RS6 V10 » 680+BHP (+DE-LIMIT)
AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)
AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
AUDI 3.0TDi (ALL MODELS) » 315+ BHP
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP

BMW

M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618+ BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M135i/ M235i » 402 BHP
M4/M3 3.0T » 520+ BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
X6 X5.0i 4.4 » 500+BHP
X6 M50D/X5M50D/550D » 450 BHP

MERCEDES-BENZ

A200CDi/C200CDi/E200CDi » 175 BHP
A250/C250 » 260 BHP
A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CLS350/E350/S350 » 315 BHP
E400 /C450 » 420+ BHP
C400 » 400 BHP
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
SL65 BLACK » 720+ BHP (+DELIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

C63 AMG 4.0T » CALL FOR DETAILS
SL63 AMG 6.3 » 560+BHP (+DE-LIMIT, RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 420+ BHP (+DELIMIT)
320 CDi V6 » 274 BHP
350 CDi V6 » 312 BHP
420 /450 CDi V8 » 358 BHP

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R ROVER 4.4 SDV8 » 395+ BHP
R ROVER 3.0 TDV6 » 315+ BHP
R ROVER 3.0 SDV6 » 345+ BHP
EVOQUE/DISCO SPORT 2.2 DIESEL » 240+ BHP

PORSCHE

997 TURBO/S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI GIBLI 3.0S PETROL » 470 BHP
MASERATI GIBLI 3.0 PETROL » 400 BHP
MASERATI GIBLI 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
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Mitsubishi L200 Warrior

27.7.15, Warwickshire Dependable pick-up turns over a new leaf (spring) and much more besides

Mitsubishi's popular and practical L200 pick-up has now reached its fifth generation. Its predecessor, the Series 4, was launched in 2006 and is claimed to have outsold all of its rivals, including the fabled Toyota Hilux. It's understandable, then, that the company has opted for evolution over revolution for this latest version.

You'll find refreshed styling outside and the cabin gains improved sound insulation, more equipment and better seats. Underneath, the L200's chassis has been stiffened, and longer rear leaf springs and retuned front suspension work to improve the handling and ride.

There are significant changes under the bonnet, too. Mitsubishi sees a future where emissions-based taxation comes into effect for pick-ups, so although the new, all-aluminium 2.4-litre turbodiesel produces more power and torque than the Series 4's engine, it emits just 173g/km of CO₂ and has a combined fuel economy figure of 42.8mpg.

To drive, the L200 is as

entertaining as all pick-ups are, at least initially. A hefty slug of torque, a light back axle leading to easy wheelspin in rear-drive mode and the high-riding feel are all present and correct. The even better news is that this is a far more composed affair than before, and all the better for it. Body roll is comparatively slight, the steering has suitable heft and precision and there's decent front-end grip. The controls are sensibly configured, too, including a long-travel clutch pedal with a predictable biting point, an easily modulated accelerator and powerful brakes.

In two-wheel drive, in the wet, it's easy to light up the rear tyres, but switching to 'Super Select 4WD' negates the issue at the twist of a dial. The system features a Torsen centre differential that, in road-going mode, splits power 40/60 front to rear. There's also a locked centre diff mode, which is ideal for rougher terrain, as well as a low-range mode for heavy-duty conditions and an anti-stall feature. If it's dry, though, we would suggest sticking it in

two-wheel drive, because it's smoother and more efficient.

With a solid chassis, a live rear axle and leaf springs designed to deal with a hefty payload, the ride is bouncy to say the least. But it's perfectly tolerable on smoother roads and at lower speeds, as long as you remember that this is a workhorse at heart and is set up as such.

The 2.4-litre diesel engine propels the L200 down the road with conviction, and although the motor might sound like it has little in the way of an effective rev range, it pulls eagerly from as little as 800rpm. Settle into sixth gear on the motorway and you'll find the engine turns at a placid 1800rpm at 70mph, boosting economy and cutting noise.

Inside, it's pretty conventional. The seats are comfortable and there's plenty of room, with space in the back for six-footers and for three adults abreast. You can tip the rear bench forwards, too, exposing a storage area. It's ideal for keeping valuables or tools out of sight.

Equipment levels are excellent.

This Warrior edition includes electric driver's seat adjustment, sat-nav, a rear-view camera, cruise control, dual-zone climate control, DAB radio and Bluetooth. You get plenty of safety kit, too, including stability control, seven airbags and trailer stability assist. More pertinent, the load bay will take a Euro pallet and withstand up to 1040kg, and this L200's combined towing and load weight is a substantial 4.09 tonnes.

The L200 is good value, practical, easy to drive, comparatively comfortable and better than its rivals in many areas. However, buyers entertaining the idea of owning a pick-up instead of a more conventional SUV will need to remember that this is still very much a rugged, functional working vehicle in both design and nature.

LEWIS KINGSTON

MITSUBISHI L200 WARRIOR

Better handling, impressive new engine and good kit levels make this a great choice – as a pick-up



| | |
|---------------------------|-----------------------------|
| Price | £27,658 |
| Engine | 4 cyls, 2442cc, turbodiesel |
| Power | 178bhp at 3500rpm |
| Torque | 317lb ft at 2500rpm |
| Gearbox | 6-spd manual |
| Kerb weight | 1860kg |
| 0-62mph | 10.4sec |
| Top speed | 111mph |
| Economy | 42.8mpg (combined) |
| CO ₂ /tax band | 173g/km, 32% |



Cabin is roomy and, in Warrior spec, well equipped for the money; you can forgive its on-road ride when you use its off-road ability

RABID RESPONSE VEHICLES

What happens when you take two hardcore supercars on a 400-mile road trip? **Matt Saunders** lines up a Porsche 911 GT3 RS and a McLaren 675LT to find out

PHOTOGRAPHY LUC LACEY



PORSCHE
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The GT3 RS's rear end can be brought into play almost at will



It looks accommodating, but the Porsche's cabin can be a harsh, noisy environment



THURSDAY, 9.23AM: MIRA PROVING GROUND, NUNEATON, WEST MIDLANDS

Thunderbolts are the least you'd expect. A scorched sky, some localised banshee wailing, perhaps – a pathetic fallacy worthy of an ancient Greek myth. But the weather is anticlimactically calm and clear now as the very low, very loud and very angry-looking McLaren 675LT rolls to a stop in the car park at the MIRA Proving Ground.

Waiting in the same line of marked bays is the car I've driven here: one of only a handful of 2015's other new model introductions with the potential to deny the McLaren the status that Woking would claim for it. A nemesis? Maybe not – but a rival, a kindred immortal. Something equally special, too, if not more so. Because if this McLaren isn't the most exciting driver's car of the year, the new Porsche 911 GT3 RS may very well be.

Both of these cars were outstanding athletes before their latest performance makeovers. Both, as I'm banking you'll already have read, have since been endowed with the kind of performance and handling superpowers that are normally reserved

for cars with racing liveries. And right now, both are here at the start of a very special 400-mile, 36-hour UK road trip.

This won't be the average comparison test. Extraordinary cars call for an equally extraordinary opportunity to reveal themselves – and that's what these two are getting. And yet it's already too late for a typical head-to-head verdict on the 675LT and GT3 RS. They're sold out. So, much as we like to imagine there's a throng of wealthy individuals waiting with bated breath for Autocar's endorsement before ordering a new car, we can leave the final arguing and justifying aside.

Instead, we will simply find out what life on road and track is like in the company of not one but two of the most hardcore, most wanted sporting machines that this year, or any year, has to offer.

THURSDAY, 10.49AM: MIRA'S MILE STRAIGHTS

Our reason for starting at our favourite Midlands proving ground is simple: the Porsche will feature in a full Autocar road test in the weeks to come, and MIRA is where our road test performance

benchmarking magic happens. So a morning of flat-out testing lies ahead, followed by an afternoon of photography. Then it'll be an early evening blast north-east, onto little-visited moorland roads once used by this magazine's road testers to become acquainted with one of the McLaren's legendary forebears.

Standing-start and in-gear acceleration first. I watch the GT3 RS put in a few runs with colleague Matt Prior at the wheel before hopping in myself. Perhaps the aforementioned banshees have turned up after all. The howl that Porsche's flat six makes is sabre-sharp and supremely characterful. Porsche's launch control system makes it sound all the more frenzied, governing it at high revs until the car's gigantic 325-section rear tyres can transmit 493bhp all on their own.

From inside, the car certainly feels fast – even on a wide, empty, mile-long stretch of perfectly flat asphalt – but, like the GT3, only supercar-fast once it's revving beyond 5000rpm. The higher reaches of the Porsche's rev range feel so special, though, suffused with incredible pedal response and with a



visceral power delivery still building until beyond 8000rpm, that you want to stay among them whenever you can. The whipcrack changes of the excellent seven-speed PDK dual-clutch automatic gearbox make it possible to do just that.

Although it's close on swept volume, the 675LT's engine might as well be from a different planet. This is a compression ratio of 8.7:1 versus the Porsche's 12.9:1, twin turbocharging versus Stuttgart's atmospheric aspiration and 175bhp per litre compared with the GT3 RS's 123bhp per litre.

Among more mechanical changes to the 650S's V8 than we've time to list here, Woking has actually taken a little bit of mid-range torque away in order to add high-rev drama – which I applaud. Drama is what McLaren's sports cars need. But there is still more than a hint of turbo lag to be accounted for here at low and medium revs, just enough of it to notice when you flatten the accelerator suddenly. Perhaps not so much that it'll be a factor on the road. We'll see.

Once the engine has responded to that flattened pedal, though, you may not care about the

THE MCLAREN 675LT IS OBSCENELY FAST — AND MORE UNCONDITIONALLY SO THAN THE GT3 RS



preamble. The 675LT is obscenely fast – and more unconditionally so than the GT3 RS. Like the Porsche, the McLaren revs beyond 8000rpm, but unlike the 911 it can catapult its bulk into seriously urgent motion with less than half as many revs on the tachometer. There's enough torque to work those Pirelli P Zero Trofeo R rear tyres up into two or three successive flurries of electronically quelled wheelspin through both second and third gears – all in the dry.

THURSDAY, 2.19PM: MIRA'S HANDLING CIRCUIT

Time for a couple of fast, physical and illuminating hours on MIRA's Dunlop handling circuit next, before we strike north for the evening. I start out in the GT3 RS, in anticipation of big things. But however high your expectations of this car may be, I doubt you could get out of it with your mind and your senses intact. It really is that good.

The crispness and immediacy of this car's cornering manners are truly astonishing. Unexpected, too, because the Porsche rides with a gentleness that you just wouldn't imagine →

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The 675LT can lap very quickly, but it doesn't engage like the Porsche

PORSCHE
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← possible. The RS flits towards an apex with a magnetic kind of nonchalance; its every response comes more quickly than those of the regular GT3. On the limit of grip, it has to be mastered with a quick pair of hands, but it'll tolerate any driving style you like: fast and smooth, or more wild and unfettered. You decide. Want to nudge those 325/30 ZR21 rear tyres into a 70mph, third-gear sweep of lift-off oversteer? Just think it, lift your right foot and it's happening.

The 675LT feels a bit less at home on the tight, technical Dunlop circuit. In its own way, it's still brilliant and fearsomely potent, but it's neither as obliging nor as adjustable as the RS.

McLaren's rebalancing of the 650S's suspension and steering systems has paid dividends and sharpened the car's reactions to a fine point. There is a limpet-like, confidence-inspiring front end to lean on, along with huge reserves of lateral adhesion. After back-to-back drives in both cars, I've now no doubt that a P Zero Trofeo R is a stickier tyre than a Michelin Pilot Sport Cup 2. Which is saying something.

But here on track, when you're likely to be after a more varied driving experience than full-bore qualifying pace alone can provide, even the 675LT feels slightly one-dimensional – much as the 650S did. A softness in the accelerator pedal prevents

you from tapping into those huge reserves of horsepower with quite the precision that you'd like. Meanwhile, McLaren's decision to stick with an open differential continues to restrict your options during hard cornering and can adversely affect the 675LT's controllability on the limit. It may even be that there's simply too much grip here for the car's own good.

When Woking launched the MP4-12C, it said the car didn't need an E-diff. We disagreed. It said the same about the 650S; again, we disagreed. Now along comes the 675LT, still without the telling item of mechanical specification now common on sports cars at less than half the price asked for this one. Hear us this time, please, McLaren. Because a torque-vectoring ESP system is still no substitute for the uniquely rewarding, relationship-building sensation of a sports car being both driven and steered by its rear wheels.

MONDAY, 8.39PM: A169, SALTERGATE BANK, NORTH YORKSHIRE MOORS

A long day juggled between two steering wheels is drawing to a stunning close. England's M42, M1 and A1M motorways haven't been quiet, but 120 miles on them has provided a few insights into what real-world use of these cars would be like. The first is that, even when battling through a sweaty

rush hour with no air conditioning, questionable all-round visibility, an unintuitive navigation system and bucket seats almost as tight as your three-year-old's safety seat, driving a lime green supercar can only ever make you smile.

A confession: Prior and I have been playing to the crowds a bit. Two kids in the back of a Volkswagen Camper got grandstand seats to a momentary traffic jam skit, whose cast was an orange bespoiled Porsche that suddenly made a lot of noise as it came by, followed by a snot-coloured McLaren which sort of waved as it passed. The Longtail McLaren can do that: sort of wave. Flipping its active aerodynamic functions on and off makes that extra-long rear wing waggle up and down. Children, it turns out, love it.

A while ago, the busy motorways began gradually giving way to quieter and quieter stretches, each giving our cars more space on which to stretch their legs. A mobile speed camera van on the A64 east of York came as a welcome reminder of the need for restraint when driving cars such as these on roads such as those we have in the UK. No custom for him tonight, though.

Now, we're north of Pickering and treated to our first sight of the rolling, bleakly beautiful North Yorkshire Moors. A full 21 years ago, the bumpy, jinking roads that criss-cross this area were the →



The 675LT's active aero is a real crowd-pleaser; Porsche's fixed wing at least serves a purpose at other times; front wing vents confirm this 911's hardcore intent



← ones chosen by Autocar's testers at the time to sample the McLaren F1. Viewed from a downhill hairpin on the A169 cut into Saltergate Bank, with the sun slowly disappearing over the horizon, the scene takes your breath away.

I glance in the Longtail's rear-view mirror to check that my colleague in the Porsche is being treated to the same spectacular view, only to realise that he's fallen a little way behind. Later it'll become clear why. Maintaining a fast pace in the GT3 RS isn't hard, but it needs some commitment to the idea by staying in lower intermediate gears and allowing the engine to add a fair bit of mechanical thrash into a cabin already humming with plenty of road roar. This Porsche is very much a 'go hard or go home' sort of car.

The 675LT is a slightly quieter-riding car, and also a much easier one in which to cover ground. A-road overtakes are possible with one downshift and without finding the end of the accelerator travel. When the road opens up ahead, you can flex your right foot and pick up what you imagine will be a brisk but responsible stride – then often scare yourself silly at how fast you're travelling.

THE PORSCHE NEEDS COMMITMENT. IT IS VERY MUCH A 'GO HARD OR GO HOME' SORT OF CAR



As clearly as the GT3 RS distinguished itself on the track, it's becoming clear that the McLaren enjoys at least as big an advantage over the Porsche as a road car – and we haven't really started with the road driving yet.

TUESDAY, 10.43AM: BLAKEY ROAD, NORTH YORKSHIRE MOORS

Dawn on the slipway at sleepy Sandsend was almost as pretty as dusk over the moor, but we didn't stay long. Before 8am we were in convoy over blissfully quiet roads that sometimes stretch before you for miles into the distance, before closing in again over crests and around blind bends. Up here in North Yorkshire – where three ramblers and a local in a Land Rover count as the rush hour – the roads have everything.

Having spent yesterday's journey in the 675LT, I start the day in the GT3 RS, mainly to challenge the impression forming in my head that it may not be as brilliant on the road as I'd like it to be.

The RS suddenly seems less stunningly fast after the 675LT, instead just a bit long-geared and short on accessible torque. For the record, though,

| | Porsche 911 GT3 RS | McLaren 675LT |
|---------------------------------|---|--|
| RATING | ★★★★★ | ★★★★★ |
| Price | £131,296 | £259,500 |
| 0-62mph | 3.3sec | 2.9sec |
| Top speed | 193mph | 205mph |
| Economy | 22.2mpg (combined) | 24.2mpg (combined) |
| CO₂ emissions | 296g/km | 275g/km |
| Kerb weight | 1495kg | 1403kg |
| Engine layout | 6 cyls horizontally opposed, 3996cc, petrol | V8, 3799cc, twin-turbo, petrol |
| Installation | Rear, longitudinal, RWD | Mid, longitudinal, RWD |
| Power | 493bhp at 8250rpm | 666bhp at 7100rpm |
| Torque | 339lb ft at 6250rpm | 516lb ft at 5500-6500rpm |
| Power to weight | 330bhp per tonne | 475bhp per tonne |
| Specific output | 123bhp per litre | 175bhp per litre |
| Compression ratio | 12.9:1 | 8.7:1 |
| Gearbox | 7-spd dual-clutch auto | 7-spd dual-clutch auto |
| Length | 4545mm | 4546mm |
| Width | 1978mm | 2095mm |
| Height | 1291mm | 1188mm |
| Wheelbase | 2457mm | 2670mm |
| Fuel tank | 64 litres | 72 litres |
| Range | 313 miles | 383 miles |
| Boot | 125 litres (f), 260 litres (r) | 140 litres (f) |
| Front suspension | MacPherson struts, coil springs, adaptive dampers, anti-roll bars | Double wishbones, coil springs, interlinked adaptive dampers |
| Rear suspension | Multi-link, coil springs, adaptive dampers, anti-roll bars | Double wishbones, coil springs, interlinked adaptive dampers |
| Brakes | 410mm ventilated discs (f), 390mm ventilated discs (r) | 394mm ventilated carbon-ceramic discs (f), 380mm ventilated carbon-ceramic discs (r) |
| Wheels | 9.5Jx20in (f), 12.5Jx21in (r) | 8.5Jx19in (f), 11Jx20in (r) |
| Tyres | 265/35 ZR20 (f), 325/30 ZR21 (r), Michelin Pilot Sport Cup 2 | 255/35 ZR19 (f), 295/30 ZR20 (r), Pirelli P Zero Trofeo R |



On the road, the McLaren is more compliant than the raw Porsche



It can get sweaty in here with no air-con, but the 675LT will make you smile

I suspect that a Saturn V rocket would feel less stunningly fast after a 675LT, but after jumping from one car into the other, it's still a factor.

Steering that seemed expertly weighted and brilliantly tuned for the circuit is just a bit hyperactive over a bumpy B-road. Two hands are needed on the Porsche's downsized steering wheel at all times – and even then the car can still be tricky to guide. The RS's suspension doesn't quite perfect the compromise of body control and bump absorption for fast road work, either. Leave the dampers in soft mode and you can bottom out the rear end as your speeds rise; choose the firmer setting and things are better, if a little stiff-legged. So there's no mistaking it: on the road, the Porsche is a bit of a fish out of water.

Not so the McLaren. Woking's engineers will tell you that, even at the conception stage, the 675LT was always a road car first and a track car second. That may seem ridiculous for something on cut slicks, dressed from head to toe in lightweight materials and capable of licence-losing velocities in a heartbeat, but it's readily apparent, because the Longtail's ride remains uncommonly

compliant for a proper supercar, even on the most challenging of surfaces. And yet its body control is all but flawless on the road.

The gearbox could be better – quicker shifts in manual mode, smarter when you want to drop several ratios all at once – but seldom do you notice, because the engine's remarkable muscularity makes up for the deficiency, and then some.

As we wrap up with our photos and think about turning for home, it's a relief not to be ranking these cars in relative terms and not to have to pick a winner. The GT3 RS may well be the best track-day special in the world, ready for driving to and from the circuit as often as you want. The 675LT is evidently one of the most rapid, capable and exciting performance road cars you can buy, and stands ready to entertain you on a circuit as and when the opportunity arises. They're more different than we'd have believed 36 hours ago – and all the more brilliant because of it.

And yet it doesn't save you or I from having the same internal conversation that any enthusiast would have before drawing a line under the story: which one of these cars is for you?

The Longtail is a harder car to connect with than the GT3 RS – and ultimately it's probably the less rewarding to drive. The McLaren's chassis doesn't communicate in the same direct, vivacious, plain-speaking terms. You have to trust that it's going to look after you as much as knowing that it will. But it will. Will it ever.

Before thunking his driver's door shut on increasingly inclement moorland weather, Prior makes his decision. "I think I'd rather be going that bit less quickly and having the time of my life," he says. I know well what he means. The Porsche 911 GT3 RS may not have as much breadth of dynamic ability in its locker, but its high notes are incredible. Inimitable, too.

And yet, with 130 miles to drive home, the McLaren 675LT edges it for me. It's still a work in progress, but the way it combines huge, easily won pace and fluent, infallible composure on the road would be ideal for the kind of use I'd give it. Some wider sports seats for my not so sporting backside wouldn't go amiss and, as I may have mentioned earlier, if there was a limited-slip diff option, I'd tick it. But I'd tick it a very happy man. **A**



THREE OF A KIND

Has Porsche's 911 GT3 improved with each passing generation or become sanitised by modern demands and nanny-ing tech? **Andrew Frankel** compares today's with the two previous GT3s

PHOTOGRAPHY STAN PAPIOR

PORSCHE
GT
SPECIAL



What could be better than a day spent driving a Porsche 911 GT3 on deserted English country roads? Normally, I might struggle to answer

that, because for at least the past 10 years, when there has been a GT3 in production, there has never been any problem naming my favourite car on sale. Today, however, the answer is as clear as the sparkling skies above our heads. What's better than a GT3? Three GT3s.

We have gathered immaculate, stock-standard versions of all three generations of 911 GT3 to answer a question that is not as simple as it sounds: which best defines Porsche's vision of a lightweight, track-tuned yet street-sensible driving machine? It's not simple, because cars don't automatically improve from generation to generation. Was the last Jaguar E-Type as good as the first?

Not even close. Today's BMW M3 is far quicker than the original, but better? That's at least open to debate. But is there really anything a modern GT3 can learn from its forebears? That's what we're here to find out.

The new car, the 991 generation, we know about. We know about its 9000rpm redline and a dual-clutch automatic gearbox as good as any on the market. We know how its four-wheel steering preserves the benefits of its extended wheelbase while mitigating its drawbacks. We know what an extraordinarily effective and usable weapon this is – how well it deploys its 469bhp, how easy it is to manage on unforgiving roads. We know about its five-star road test, too.

What of the others? It's hard to believe that the previous GT3, based on the 997 iteration of the 911, was first shown almost 10 years ago, or that the Gen 2 version we're using today has been around for six. It was

the last to use the blue-blooded old 'Mezger' race engine, completely different from those in all other normally aspirated 911s of its era and equally unrelated to that in all modern 911s, GT3 included. It offers 429bhp from its 3.8 litres, 40bhp less than the 991 offers from a similar (but not identical) capacity, a deficit offset only in small part by it being 35kg lighter. Still, don't read too much into the fact that its 4.1sec 0-62mph time is 0.6sec slower than the modern GT3's. That says far more about the 991's launch control and instant-shift transmission than the far smaller real performance gap between the two.

The same cannot be said for the 996-generation GT3, which also has a Mezger engine, albeit a fifth of a litre shorter in stature. It's 54bhp shy of the 997 and 94bhp off the 991's power, and although it's lighter than both, it's only a mere 15kg below the

997's weight. Its 4.5sec 0-62mph sprint is quick, but it's still a like-for-like 10% slower than the 997.

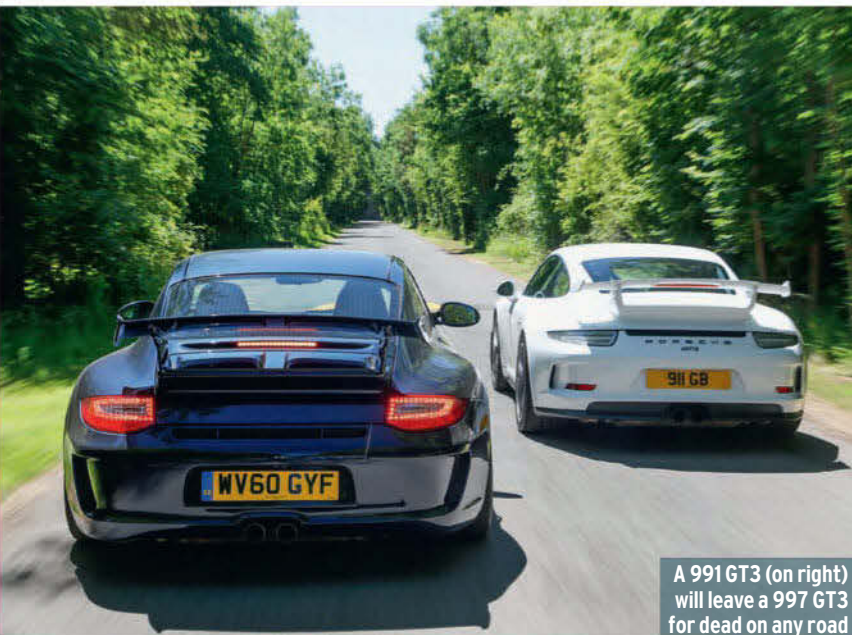
Then again, you will pay a lot less for a 996 GT3 and drive a car that is rarer than the other two. Prices for unmodified, uncrashed cars start at around £60,000 and rise to as much as £85,000 for an immaculate, low-mileage cars like that seen here. Gen 2 cars are more expensive than the originals, but not by much.

If you want a 997 GT3, you'll be looking at £70,000 for a first-gen car but closer to £100,000 for a Gen 2 model, which means if you've had one from new and looked after it, it has probably been, in effect, a free car.

As for 991 GT3s, Porsche's website still quotes a £100,540 list price but fails to mention that they're no longer being built now that production has been given over to the GT3 RS. The reality is that the cheapest right-hand-drive standard

You'll pay a lot less for a 996 GT3 and drive a car that is rarer than the other two





A 991 GT3 (on right) will leave a 997 GT3 for dead on any road

991 GT3 we could find is currently listing at £137,000, or more than double what you'd pay for a clean 996 GT3. It's good, but is it that good?

I drove the 991 first because, as the most recent, it provides a benchmark against which the others may be judged. And it will have the breath out of your lungs on the first decent stretch of road. It's not the performance itself, but the way it is delivered – the sounds, the elasticity of its torque supply, the rifle-crack gearshift and that manic 9000rpm rev limit. They speak of a very special car indeed, one engineered to a point where it was more than good enough, then engineered a great deal more.

If anything, the 991 is more remarkable still in the corners, because its rear-engined, rear-wheel drive architecture has evolved so far that it has become the opposite of what 911s used to be: as tolerant of over-exuberance and driver error

as its ancestors were merciless. It doesn't understeer in time-honoured 911 style, and its nose doesn't bob up and down as 911s have for generations. It just turns in, accepts full power even before the apex and, with the four-wheel steering doing its thing, rockets away. For a car of such speed and ability, it is breathtakingly easy to drive.

But how easy should a GT3 really be? It's a question Porsche has clearly been asking itself, and the proof lies not only in the fact that the new GT3 RS is no pussycat at all, but also in its as-yet-unannounced decision to reintroduce a manual GT3, just for those who care more about driving involvement than lap time.

You don't have to travel far back in time to see how radically different even GT Porsches used to be. The 997 GT3 Gen 2 feels like it's from another world. In all ways that can be easily measured or discerned, →



This example of the 996 GT3 is 11 years old, but its interior feels as solid as the 991's



One notable difference in the 997's cabin (and 996's) is a third pedal and manual 'box



Perceived quality has risen gently with each generation, as the 991's interior shows



The 996 GT3 has the least grip and least performance but is huge fun on these roads



Frankel is seldom happier than when driving a 911 GT3; this 991 is the most capable



Today's GT3 is extremely easy to drive quickly but perhaps less involving as a result



◀ it's a much worse car. It doesn't feel as down on power as the figures suggest, but it's still significantly slower, and although the 997 sounds wonderful in isolation, the 991 at maximum attack sounds unhinged.

The 997 also has substantially less grip, and once you've passed the technical limit, it develops an aversion for apexes that borders on the pathological. But the real reason it wouldn't see which way the 991 went down a decent road is its damping. While it's bobbing along, busy being a 911, the 991 will have soaked it all up and be streaking away into the sunset.

What, then, can the 997 offer in return? A sense of intimacy that, for all its sheer ability, the 991 lacks. No amount of Porsche magic can synthesise feel through an electrically powered steering rack as well as conventional Porsche hydraulic steering can pick it up straight from the road. And the best

paddle shift there is still provides no work for either your left leg or hand, an issue exacerbated by the fact that there is not a gearbox in the world greater than that fitted to the 997 GT3. Even the workload created for you by its manifest failings – its uneven chassis balance and relative lack of poise – makes you feel more involved, because the car needs to be tamed in a way the 991 does not. It's a curious thing to say, but the 997 is great to drive not despite its faults but very largely because of them.

Would you expect the 996 to rule itself out of the reckoning almost at once? I did. While the 997 could counter the 991's superior power with its appeal to your senses, the 996 seemed unlikely to offer any more fun than the quicker, grippier and better-looking 997. Yet it was the 996 that provided the surprise of the day.

I'll say now that the car supplied by Cambridge-based Autostore is a superb example and you may or may

not get similar results from a leggier, less well-maintained one. But the first surprise was that this 11-year-old car was no more inclined to squeak, rattle, grumble or groan when flung down a tricky B-road than the nearly new 991. This 996, by reputation the most poorly constructed of all 911s, felt like it was built last week, not 11 years ago, and by Rolls-Royce.

But the shocker is that, on those roads, it was at least as much fun as the 997. The performance and grip differential were unimportant. What mattered more was the way it would dart into corners on its stiff springs and adjust its stance so readily according to the throttle position. I like that the engine is quite sleepy below 5000rpm and then suddenly comes alive, and I like the small frisson of danger born from there being absolutely no electronic safety nets. (Even the 997 has traction and stability systems.) This is an entirely analogue car of which you are





| | Porsche 996 GT3 Gen 2 | Porsche 997 GT3 Gen 2 | Porsche 991 GT3 Gen 1 |
|---------------------------------|---|---|---|
| 0-62mph | 4.5sec | 4.1sec | 3.5sec |
| Top speed | 190mph | 194mph | 196mph |
| Economy | 21.9mpg (combined) | 22.4mpg (combined) | 22.8mpg (combined) |
| CO₂ emissions | 328g/km | 298g/km | 289g/km |
| Kerb weight | 1380kg | 1395kg | 1430kg |
| Engine layout | 6 cyls horizontally opposed, 3600cc, petrol | 6 cyls horizontally opposed, 3797cc, petrol | 6 cyls horizontally opposed, 3800cc, petrol |
| Installation | Longitudinal, rear, RWD | Longitudinal, rear, RWD | Longitudinal, rear, RWD |
| Power | 375bhp at 7400rpm | 429bhp at 7600rpm | 469bhp at 8250rpm |
| Torque | 284lb ft at 5000rpm | 317lb ft at 3250rpm | 325lb ft at 6250rpm |
| Gearbox | 6-spd manual | 6-spd manual | 7-spd dual-clutch auto |
| Power to weight | 272bhp per tonne | 308bhp per tonne | 328bhp per tonne |
| Specific output | 104bhp per litre | 113bhp per litre | 123bhp per litre |
| Wheels | 8.5Jx18in (f), 11Jx18in (r) | 8.5Jx19in (f), 12Jx19in (r) | 9Jx20in (f), 12Jx20in (r) |
| Tyres | 235/40 ZR18 (f), 295/30 ZR18 (r) | 235/35 ZR19 (f), 305/30 ZR19 (r) | 245/35 ZR20 (f), 305/30 ZR20 (r) |



A 997 GT3 (on right) is quicker and more usable than a 996

entirely in control, and with cars like this, that is how it should be, I think.

Where it loses, and significantly so, is in its relative lack of civility. You may not think a GT3 should be concerned by such matters, but I disagree; decent comfort turns an occasional toy into a car that can be enjoyed every day. And the real achievement of the two later GT3s is to do what they do yet also be decent daily drivers. The 996's ride quality alone precludes it from that role.

Even so, if you want a GT3 just to have fun, there's no need to spend a six-figure sum. Indeed, I would advise against doing so. A 996 GT3 Gen 2 is an incredible driving machine, a traditional Porsche sports car and all the better for it. But I'd say the market has judged the 997 correctly. Although I'd probably not contradict someone arguing that the 996 offers the purer driving experience, if the 997 loses anything here, it is fractional, and what it

gains by being a more readily usable everyday car is substantial.

As for the 991, it may be a bit too long on electronics and a bit too short on pedal count, but it is also far less demanding of its driver while providing more of the things many crave: speed, comfort, ease of driving and a commanding presence. What's more, a manual version is on the way.

This was never going to be a conventional test with a one-two-three final order, for these cars are comparable in neither price nor era. But if you want the most capable GT3 yet built, the 991 beats the others by a margin that surprised even a grizzled old campaigner like me. If you just want to have fun, however, save the money and spend instead time trying to find the right 996 GT3 Gen 2. But if you want a car that does both, the compromise candidate trying to appeal equally to the head and heart, the 997 GT3 Gen 2 has the most convincing manifesto of them all. **A**

THE FIRST, WORST, FASTEST AND BEST

Some standout models in the 911 GT story so far, as chosen by **Andrew Frankel**

THE FIRST 996 GT3 (1999)

Back in 1999, we couldn't figure out why Porsche didn't call the first 996 GT3 the 'RS'. We didn't know it was being saved up for something else. What we did know was that this 355bhp road and track star was a pretty convincing answer to all those who'd wondered what form a water-cooled 911 created purely for driving would take.

It wasn't any lighter than a standard 996, which may also explain Porsche's reluctance to use the RS badge. But it had the Mezger engine, so it sounded heavenly, performed with distinction and was also far more reliable than the new flat sixes developed for the 996.

But really it was its handling that

sparked our interest. While standard 996s seemed somewhat sanitised relative to their air-cooled brethren, the GT3 was still safe but far sharper and more responsive.

Today, the first GT3 seems a little conservative, but at the time Porsche wasn't sure how such a car would be received. In fact, the GT3 sold out almost at once. Soon there would be no limit to the extent of the firm's ambitions for its new GT sub-brand.



THE FASTEST 997 GT2 RS (2010)

Porsche will tell you sub-optimal track conditions are the only reason why its brand-new GT3 RS has not yet posted a faster Nürburgring lap time than the 997 GT2 RS. Be that as it may, right now the GT2 RS remains the quickest road-going production Porsche GT car and, by some margin, the maddest.

Porsche never intended it to have

611bhp, but the race engine was happy to take it. The effect of such an output was impressive, but nothing like as memorable as that resulting from 516lb ft at 2500rpm fed to the rear wheels alone. The resulting car was a pure weapon, frightening to those who understood what it was capable of and dangerous to those who did not.

So overwhelming was its character and so vast its performance that it became perhaps the first turbocharged Porsche with a claim to being an even greater driver's car than its normally aspirated equivalent. But one question remains: how does Porsche follow an act like that? We await to see the answer with breath duly bated.

PORSCHE 997 GT2 RS

| | |
|-----------------|---|
| 0-62mph | 3.5sec |
| Top speed | 205mph |
| Kerb weight | 1370kg |
| Engine | 6 cyls horizontally opposed, 3600cc, twin-turbo, petrol |
| Power | 611bhp at 6500rpm |
| Torque | 516lb ft at 2500rpm |
| Gearbox | 6-spd manual |
| Power to weight | 446bhp per tonne |



PORSCHE 996 GT3

| | |
|------------------------|---|
| 0-62mph | 4.5sec |
| Top speed | 190mph |
| Kerb weight | 1350kg |
| Engine | 6 cyls horizontally opposed, 3600cc, petrol |
| Power | 355bhp at 7200rpm |
| Torque | 273lb ft at 5000rpm |
| Gearbox | 6-spd manual |
| Power to weight | 263bhp per tonne |



THE WORST 996 GT2 (2001)

It seems a trifle churlish to call any Porsche GT car 'the worst' at anything, but the first water-cooled GT2 (let us not forget the rare and scintillatingly scary air-cooled 993 GT2 of 1995) was the least satisfying to drive and the most flawed.

It didn't lack power, even though the 456bhp delivered by its twin-turbo 3.6-litre engine is bested today by the normally aspirated 991 GT3. What was missing was focus, which seems a strange thing to say about any car sporting a GT2 badge.

But it was true. For all its

performance and hunkered-down looks, the GT2 was a touch too civilised for its own good. It didn't sound as good as we'd hoped and it was surprisingly comfortable, which would have been fine had the car been a hero on the track. But it wasn't.

It was tricky, and not in the finely balanced, edge-of-oversteer way of some of the more challenging 911s, but the slightly too soft, imprecise, will-it-won't-it way of a 911 on compromised suspension settings with rather too much turbo lag and not enough throttle response.

PORSCHE 996 GT2

| | |
|------------------------|---|
| 0-62mph | 4.1sec |
| Top speed | 196mph |
| Kerb weight | 1440kg |
| Engine | 6 cyls horizontally opposed, 3600cc, twin-turbo, petrol |
| Power | 456bhp at 5700rpm |
| Torque | 457lb ft at 4500rpm |
| Gearbox | 6-spd manual |
| Power to weight | 317bhp per tonne |

THE BEST 997 GT3 RS 4.0 (2011)

The greatest version of the world's greatest sports car? We would say so. Just 600 examples of the 4.0-litre GT3 RS were built, complete with a 493bhp power output, and most customers needed to show that they'd owned at least three GT3s before having a hope of being offered one.

At the time, it was the final farewell to a dozen years of GT cars based on the 996/997 platform, a car intended to be the last GT3 with a manual gearbox, although we're pleased to report that Porsche is having second thoughts about that. Boasting a unique aerodynamic package, rose-jointed suspension and an RSR crankshaft, it didn't merely look like a racing car; it very nearly was one.

And yet it still did that other stuff GT3s do so well, such as making the journey from home to the track bearable. Except that it did it better; the real difference provided by that blue-blooded engine was not the

additional power but the muscular mid-range torque. It made the car easier to balance, easier to skid and easier just to drive along a normal road. It was an essential distillation of all that was good about those GT cars – one £128,000 concentrated shot of GT goodness. Except that they cost rather more these days. Finding one is hard enough, but nothing like as hard as locating the £350,000 likely to be required to secure it.

PORSCHE 997 GT3 RS 4.0

| | |
|------------------------|---|
| 0-62mph | 3.9sec |
| Top speed | 193mph |
| Kerb weight | 1435kg |
| Engine | 6 cyls horizontally opposed, 3996cc, petrol |
| Power | 493bhp at 8250rpm |
| Torque | 339lb ft at 5750rpm |
| Gearbox | 6-spd manual |
| Power to weight | 344bhp per tonne |





BY THE BOOK

How does the trade decide what your car is worth and how much you'll pay for your next used buy? **Steve Cropley** spends a day with the head of valuations at price bible Glass's Guide to find out

Everyone remembers the moment in a car purchase when the salesman reaches into a desk drawer, produces his used car value guide, riffles pages for a minute and then names a price for your trade-in with an air of unimpeachable authority. The book is his key tool, and he isn't keen to share its contents.

Where do these prices come from? And given that they govern so much about a deal, how do we know they're accurate? How can a price guide forecast a new model's secondhand value, as some do? Having so often been a customer in the car selling game, I decided to investigate the other side of the business by accepting an invitation to join Rupert Pontin, new head of valuations at Glass's Guide, oldest and best known of the UK's guides, first at his offices in leafy Byfleet on London's south-western outskirts and then at a car auction.

Pontin has been in the game for 30 years, managing fleets and leasing firms, selling cars and most recently launching successful digital versions of Glass's price guide and forecasting tool. We gather in the boardroom, where it soon becomes clear that, for all the science and statistical theory the business nowadays collects, old-fashioned industry 'nous' remains all-important.

Used car price movements are a classic chicken-and-egg situation. Latest book prices depend heavily on recent auction sales (fed in bulk to Glass's specialists by auction firms), which in turn have been affected by previous book prices. For a moment the whole thing sounds predictable, but every expert insists that the market is capricious in the extreme, and every one of them has a rich selection of stories about surprises. Book prices usually change monthly, affected both by factors

such as supply, demand and fashion and by tiny adjustments Glass's experts make to take account of changing market conditions.

"We have 12 years' market analysis of cars' pricing over their lifecycles," says Pontin, "plus a decade of data about how prices are affected by background inflation. Throw in our knowledge of the seasonality of prices and the effect of new registration plates, then factor in the state of the background economy, and you see why price movements result from complex calculations."

How reliably can you predict residual values up to three years ahead? There's no mystery, insists Pontin. "You start from a firm foundation," he says, "by learning as much about a new car as you can. We knew all about the Jaguar XE many months before it hit the market. Then you take account of the price behaviour of predecessors and competitor



BCA Bedford has 650 lots, each graded on condition



Amateurs beware: auctions are a trade environment



Glass's Rupert Pontin has 30 years in the car buying trade

vehicles and add your own impressions of how it compares. Do it right and you won't be far away."

Some time later we convene at BCA Bedford, one of the country's biggest auction sites, to watch cars get sold and understand the process. Pontin can't disguise his love of the buy-sell process, although he's quick to add that this is a habitat for only the slickest amateurs. "They're all buyers," he says, indicating the motley group of people – all men – who swirl through the two selling halls. "They're main dealer buyers, buyers for independent dealers and traders, one-man operations. You see fewer people nowadays because so many trade online."

How can the online buyer know if a car is good? "You can't know for sure," says Pontin. "That's where your nose comes in. Make and mileage tell you a fair bit. And cars are graded on condition, one to five, but it's not an opinion; it's decided on things like mileage, equipment, age, provenance." Some cars are unclassified; they're basically old and undesirable. A total of 650 will flow through two halls in one afternoon, and we see a lot of them go.

Pretty soon we fall to scanning individual cars, as every car nut would do in an arena containing 650 vehicles, every one of which is for sale. I'm pleased to see Pontin as enthusiastic about this process as me. Unsmiling, canny buyers are everywhere, listening carefully to cars as they're started to drive into the auction ring, sighting down their sides for crash damage, peeping inside to see if this was the model with the sat-nav. I'd have been out of my depth and would have found categories such as 'main dealer direct' (beware), 'general' (be careful) and 'no reserve' (risky bargains) completely bewildering without help.

A well-run auction like BCA Bedford is an exciting place that offers far better customer service than most. But as I walked through all those cars while the Glass's chief selected some stand-outs (see below), it became ever clearer that the advice he'd delivered within a few minutes of our arrival was entirely correct: "This is very much a trade environment. If you want to buy, go with someone who really knows what they're doing." **A**

AUCTION STARS



AUDI Q7, 08-PLATE

Repossessed car with 79k miles. Known history but questionable red calipers. Sells for £10,150 against trade of £13,800. Repos can be bargains.



ROVER 25, W-PLATE

Poor paint, crusty arches and five owners but only 99,000 miles and it sounds okay. Sells at £150; cheaper than walking. Get another when it dies.



VOLKSWAGEN PASSAT, 11-PLATE

Buyer pays £7500 for this 60,000-miler that'll fetch £9300-£9700. It's a low-output diesel, but new owner knows you'll hardly tell the difference.



KIA SOUL, 59-PLATE

We reckoned its paint job might deter buyers, but low miles and fine condition see it go for £4450, against a £3950 book price. It'll retail for £5500.



BMW 520D, 12-PLATE

Great-looking 50,000-miler sells at £17,100. No sat-nav, but its condition will attract customers. Buy a TomTom and live happily ever after.



LAND ROVER FREELANDER, 10-PLATE

Five-door XS TD4 with 68k miles is a bargain for £9400 – at least £2500 below book. New Disco Sport has distracted buyers, but this is still good.

Honda Civic Type R

Has Honda successfully turbocharged the Type R concept?

MODEL TESTED GT

● Price £32,295 ● Power 306bhp ● Torque 295lb ft ● 0-60mph 5.5sec ● 30-70mph in fourth 7.2sec
 ● Fuel economy 31.8mpg ● CO₂ emissions 170g/km ● 70-0mph 44.2m ● Skidpan 1.09g

The new Honda Civic Type R has had the kind of build-up that could make a US presidential election campaign look short. The last naturally aspirated version went out of production five years ago, doing so with the biggest of bangs in the form of the Type R Mugen, which hit 237bhp and a jaw-dropping £39,000. It was hailed as a suitably feverish curtain call for one of the most affectionately regarded fast front-drivers ever produced. But that's not how the story ended.

Shortly after the unveiling of the new-generation Civic hatch in 2011, Honda started discussing plans

WE LIKE Still demonstratively a VTEC ■ Diff-inspired handling tenacity ■ Makes no apologies for being fast



● The shapes of these enlarged ducts, which feed air to the intercooler and through the engine bay, were wind tunnel tested to have the minimum possible impact on drag.



● LED daytime running lights have an 'upticked' shape, says Honda, and work via two light sources and a light guide. They are the longest lighting element Honda has ever made.



● Front splitter is key to the aerodynamic makeover. It directs air around the front wheels, reducing drag, and produces actual downforce. Red accent lines signify a GT-spec car.



● The 19in alloy rims get specially developed Continental ContiSportContact 6 tyres. Behind them are 350mm iron Brembo discs and four-piston brake calipers.

for a new, turbocharged Type R compatible with the tighter European emissions standards that did for its predecessor. By 2013, the firm was showing teaser videos of disguised prototypes; shortly thereafter, successive concepts appeared.

At Geneva this year, we saw the finished product. And now it's here – so frequently previewed, so hotly anticipated and such a long time coming that you almost need to be within touching distance to believe it.

That lengthy preamble speaks volumes about the departure this car represents for Honda and the ambition bound within its swollen



'EP3' Civic Type R was launched in 2001

arches. The hot hatchback market has been transformed since the days of the much-loved 'EP3' Type R that was the first to be built at Swindon and the first to strike it rich on UK sales. But 200bhp is now no longer nearly

enough for a full-size hot hatch. And Honda, a dyed-in-the-wool champion of fast-revving atmospheric engines, could no longer afford to maintain its long-running indifference towards forced induction.

The switch to turbocharging has meant a fundamental change in engineering philosophy for Honda, and it comes on a car that is reputed to be nothing less than the fastest front-wheel-drive hatch money can buy – faster, of course, around the Nürburgring than all of its rivals.

But what about around MIRA's only marginally less tortuous handling circuit? Time to find out.

DESIGN AND ENGINEERING

★★★★★

We'll dive straight in at the obvious place: the previous Type R didn't produce its 198bhp of peak power until wound up to 7500rpm. This new one has got 50% more power and, more important, more than twice as much torque, which is available from 3000rpm lower in the rev range than it was with the old car. Improvements like those would oblige any car maker to throw away most of the driveline and chassis technology it had used →

WE DON'T LIKE Steering not on a par with the chassis ■ Divisive looks ■ +R mode too firm for the road



● Wheelarch extensions are unusually stark, even for a 300bhp hot hatch. They're stamped in aluminium to help save weight.



● Quad tailpipes are the visible part of an exhaust that swaps a rear muffler for a resonator, which cancels certain sound frequencies selectively to get the car through noise certification.



● Rear wing's angle, height, profile and endplates have all been finely tuned in the wind tunnel. Honda says it makes for the ideal mix of making downforce without creating drag.



● Diffuser is one of the angrier-looking you'll find on any similar performance car, but it is functional. Underbody panelling helps to direct the airflow onto it.



● **+R button** hides to the side of the instruments. Best forget about pushing it for 95% of the time – not least because it makes the dials turn red.



● **Eject button** folds out the display to reveal a CD slot. It's almost as quaint as the symbols warning you not to use the upended screen as a drink tray.



● Another of the model's few additions inside is the **Type R plaque**, which, when it's not in Honda test car format, will feature a build number.



MULTIMEDIA SYSTEM

Honda's latest i-MID infotainment system is heaps better than the one with which the current Civic range started its life, and in GT trim it adds the Garmin sat-nav and uprated eight-speaker stereo you'll almost certainly want. Despite including a touchscreen, i-MID isn't free of Honda's preference for fussy little switches, of which there's a row down one side. Nevertheless, all the usual functions work with typical efficiency, and the Type R throws in a few more for good measure, including a g-meter, a lap timer and the usual selection of worry gauges. The Civic will also record 0-62mph and quarter-mile times – if you're inclined to find a place where measuring such things won't be frowned upon.

← before and start again from scratch. And as well we know, where there's an opportunity to innovate, Honda rarely needs asking twice.

So the new Civic Type R gets not only a new turbocharged engine but also completely overhauled suspension and steering systems relative to those of the standard car. Its drivetrain has been painstakingly re-engineered and its body aerodynamically perfected.

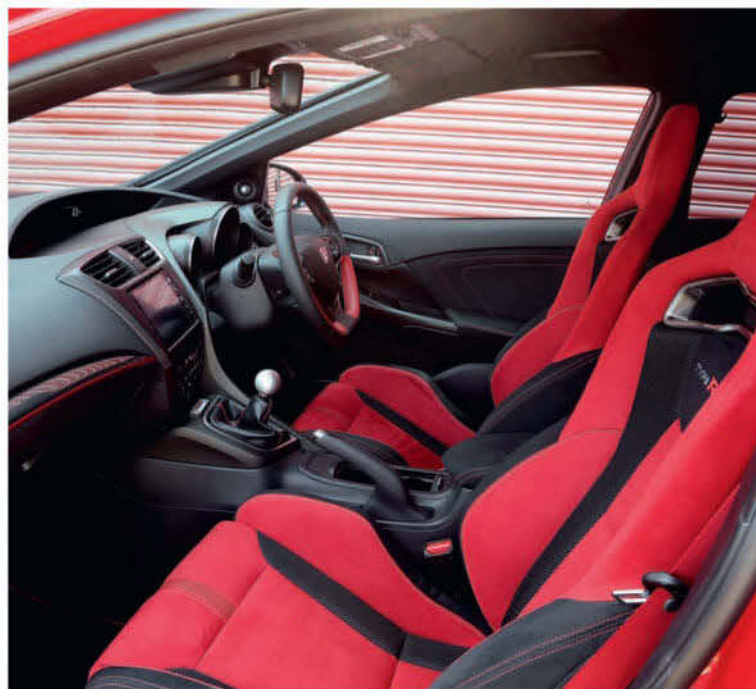
The new engine is unusual among turbocharged four-pots for being ever so slightly oversquare in its bore and stroke dimensions. Otherwise, it's directly injected and air-to-air intercooled, with variable valve timing and lift, a compression ratio of just under 10:1 and a capacity of 1996cc. It produces 306bhp and emits 170g/km of CO₂ – the latter being competitive for the power on tap, without being outstanding.

Wheelarch extensions cover widened axle tracks. Up front is the biggest chassis innovation: a system of arms and links Honda calls its Dual Axis suspension set-up. By separating the steering knuckle from the strut, it in effect features two kingpin angles and less kingpin offset and transmits much less torque steer than a conventional

MacPherson strut would – working much as Ford's RevoKnuckle set-up does. The rear of the car is suspended via an H-shaped torsion beam, with an entirely different cross-section than that of the standard Civic and much greater rigidity. Coil springs, magnetorheological adaptive dampers and stiffened bushings feature at all four corners.

The car's driveline consists of a six-speed manual gearbox (not so coincidentally with precisely the same shift throw as the 2002 NSX-R supercar), a dedicated transmission oil cooler to keep it from overheating on track and a helical mechanical limited-slip differential (worth three seconds a lap around the 'Ring, they say). Honda went to Continental for the special ContiSportContact 6 tyres, which are wrapped around 19in alloy wheels, and to Brembo for its drilled iron brake discs, measuring 350mm up front and clamped by four-piston calipers.

Last but not least, the styling is decidedly unsympathetic on the eye – but this is function dictating form to an extent rarely seen on a £30k performance car. So the front splitter, rear diffuser, panelled underbody and rear wing apparently produce a modest amount of downforce – →



● Seats are as supportive as they are handsome, but the bolsters are a bit of a wrestle. Space isn't an issue, although we'd have preferred a fully round wheel.

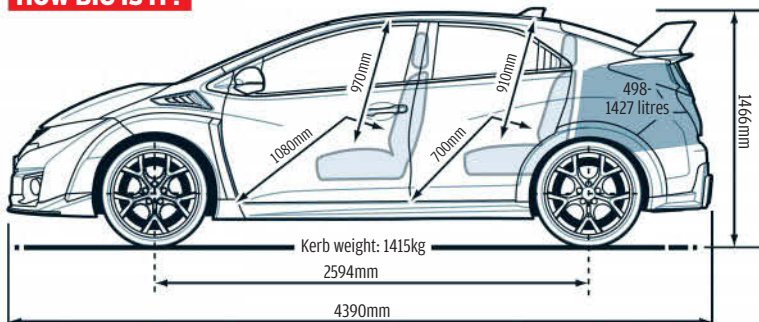


● Standard Civic DNA means those in the rear enjoy a decent amount of space for their legs, if not for their heads. There's no middle seatbelt now, though.



● A 1404-litre total load space is plentiful. A huge lip prevents you from sliding items in, but otherwise the advantages of a completely flat floor are appealing.

HOW BIG IS IT?



VISIBILITY

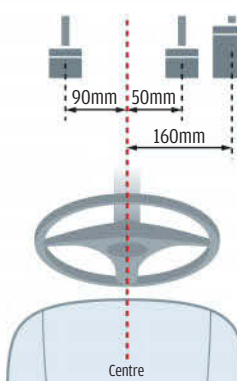
Subtle lowering of hip point does little to alter the Civic's naturally high driving position. There's a spoiler across the back window now, but you'll get used to it.

HEADLIGHTS

Type R gets LED headlights as standard; they are fine for clarity and spread. They automatically switch between high and dipped beams in GT guise thanks to High Beam Support.

WHEEL AND PEDAL ALIGNMENT

Brake and accelerator aren't quite as close as we'd like them; drilled pedals are nice, though.



← they're not just for show, or for balancing out aerodynamic lift. And, according to Honda, they work without adding significantly to the car's overall drag coefficient.

INTERIOR

★★★★☆

Throwing away the Civic's underside or using a wind tunnel to reshape its body is very much in Honda's nature; overhauling the cabin is not. Consequently, Honda's overly fussy dashboard, fiddly switchgear and fascination with questionable plastic trim finishes remains, necessitating only minor alterations for the Type R.

The meat of this is the replacement of the conventional front seats with high-backed, suede-effect sporty alternatives. So sporty, in fact, that the thigh support will have you getting in and out of the car as though it were a stand-alone bath. Honda claims a 30mm lower hip

point for the Type R, but only by taking into account the seat's lower-density foam and a 10mm lowering of the floor; the mounting remains the same. We'd have preferred to be able to drop deeper still into the Type R, but the Civic's fuel tank lives beneath the front seats and represents an immovable hardpoint that prevents them from going any lower.

In the back, Honda has ditched the middle seat and tip-up 'Magic Seats' to save weight, although the bench still folds 60/40 to reveal a pleasingly flat boot, whose maximum volume remains the same. So does almost everything else; only the steering wheel and gearknob change. The latter is the carried-over ball of machined aluminium familiar from previous Type Rs; the former has had its spokes slimmed for a better grip. Otherwise, there are a few new features on Honda's latest infotainment system and a button marked '+R' on the dash – both of which we discuss elsewhere.

PERFORMANCE

★★★★☆

Owners of previous-generation Type Rs are chirpily realistic about – and not a little affectionate towards – the performance of the old naturally aspirated 2.0-litre VTEC motor. They will merrily persevere with the engine's docile, almost exasperating low-rev idleness in return for the churning fast-forward fury supplied by a change in camshaft profile at higher speeds.

Unexpectedly, the vestiges of that character – the dawdler and the deranged – have not been entirely expunged in the latest iteration of the four-cylinder unit, despite the addition of a turbocharger. Forced induction is largely responsible for the substantial increase in peak torque (295lb ft versus just 143lb ft in this Type R's predecessor), although it doesn't arrive with anything like

the smooth swell of a comparable Ford or Volkswagen unit.

Where a Golf R delivers 280lb ft from 1800rpm, the Civic dithers until 2500rpm (at which point the previous model already made 90% of its twist) and doesn't feel as though it's under way until closer to 3000rpm. Combined with a dose of old-fashioned turbo lag, the engine's impersonation of its forebear in a high gear and at low crank speeds is uncanny enough for you to begin working the snappy manual gearshift in a state of near déjà vu.

Fortunately, the hunt for a better ratio is one that's worth pursuing. The motor doesn't respire through its mid-range with quite the venom of the Renault Mégane RS 275 Trophy's engine, but the arrival of the torque signals a snowballing build-up of speed significant enough to have the reinforced Civic tensing up on its haunches, followed, a split second later, by the unmistakable needle lunge of the VTEC effect.

TRACK NOTES

The Type R is as happy to work at its extremities as it is to rev to its limiter. Recently, the steroidal Audi RS3 went around the handling track quicker than any hot hatch before it, but it felt nowhere near as smartly balanced as the Honda. The Civic's rigid +R mode is clearly intended for this kind of use, further enhancing an already stoic resistance to roll and pitch.

The grip from the bespoke tyres is extremely high, leaving you in no doubt about the sense of stability through longer, faster corners. In tighter bends, the assistance of the mechanical diff is close to phenomenal, answering all but the most ludicrous requests for power with seemingly inexhaustible traction.

A shame, then, that the steering isn't quite up to the task of mapping out all this adhesiveness for you. Honda has made the light rack fast, faithful and pleasantly resistant to torque steer, but the immovable Type R wants for the irresistible force of a properly explicit and hefty tiller. Without it, you tend to be only half as happy as the car is.

DRY CIRCUIT

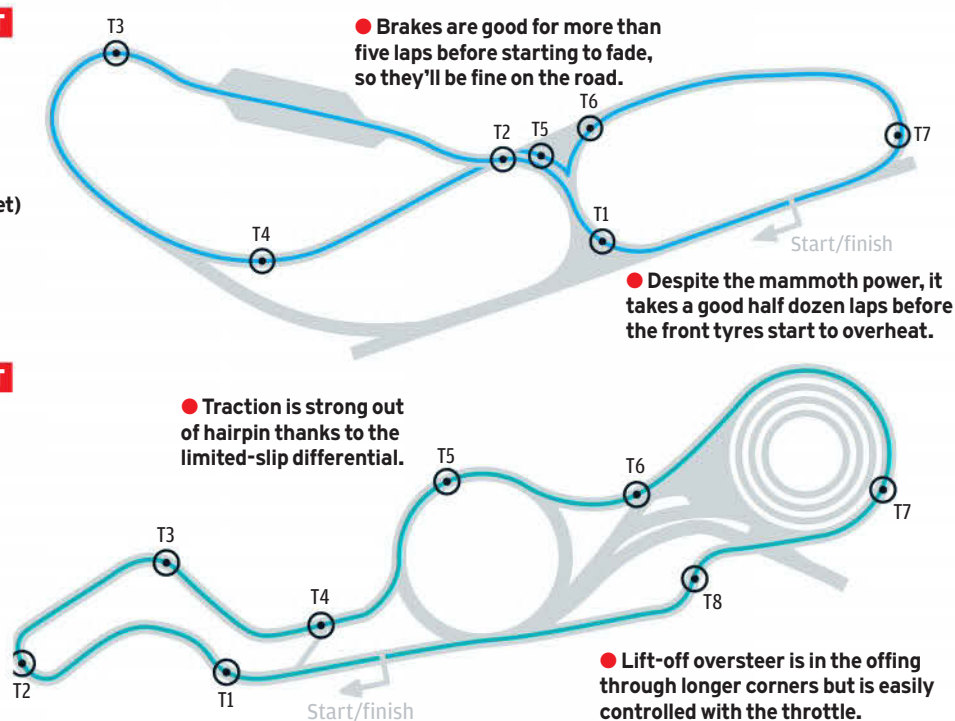
Honda Civic Type R GT
1min 16.1sec

Volkswagen Golf R
1min 17.4sec (wet)

WET CIRCUIT

Honda Civic Type R GT
1min 16.1sec

Volkswagen Golf R
1min 14.0sec



ACCELERATION 20deg C, dry

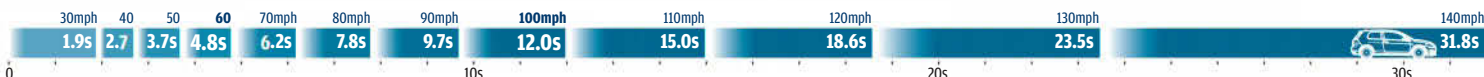
Honda Civic Type R GT

Standing quarter mile 14.7sec at 104.1mph, standing km 25.8sec at 131.3mph, 30-70mph 5.0sec, 30-70mph in fourth 7.2sec

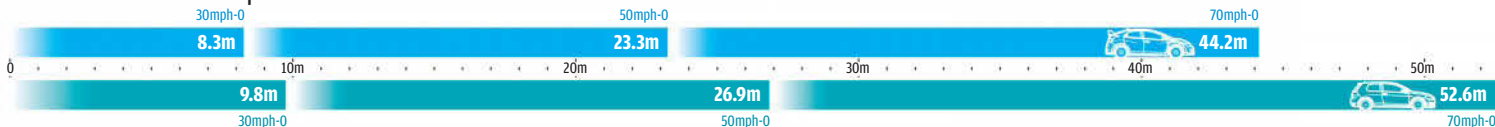


Volkswagen Golf R

Standing quarter mile 13.4sec at 105.2mph, standing km 24.6sec at 132.1mph, 30-70mph 4.3sec, 30-70mph in fourth 7.3sec



BRAKING 60-0mph: 2.70sec



On the road, the firm and uncompromising Type R lacks a sense of connection



The Type R excels in both outright grip and a tangible sense of track-fostered composure

The physical impact and duration of this final-rev thrust is inevitably lessened (peak output is achieved at 6500rpm and limited by 7000rpm) compared with its bipolar ancestors, but it remains a far more compelling prospect to rev out than most its rivals and, at a verified 5.5sec to 60mph, is about as accelerative as front-driven cars get. Which, save for the lack of endearing rasp or rort that comes with it, scarcely leaves much for a new buyer to complain about.

RIDE AND HANDLING

★★★★★

We tend not to dwell on lap times, but as so much of the Civic's development was track-based (and given that its front-drive Nürburgring lap record was the subsequent fixation of Honda's marketing department), the car's performance at MIRA is illuminating in more ways than one. On a dry day, the Type R posted a 1min 16.1sec lap of the Dunlop handling course. That's impressive, given that the undoubtedly quicker and all-wheel-drive Mercedes-Benz A45 AMG managed only

1min 16.4sec when tested last year. However, hauled along for comparison, our long-term Mégane Trophy (endowed with optional Öhlins dampers) managed 1min 15.7sec, while a trawl through the archives revealed that Seat's Leon 280 Cupra (a previous owner of the Nürburgring front-drive record) set an even brisker 1min 15.4sec.

The upshot is less a victory for Spain and more a reminder that the margins between the current generation of hot hatches are as fine as a gossamer thread. More important still, although the Type R didn't actually deliver a lap record at MIRA, it felt as though it was doing so. Extravagantly purposeful and very precise, the car excels in both outright grip and a tangible sense of track-fostered composure.

Its single-mindedness feels familiar. The previous-gen Type R Mugen was cut from a similar cloth, with the car's relative ease of use barely concealing a chassis of touring car-like stiffness and intent. The concession made to comfort is more sophisticated this time, however, with superior wheel control being a trait of its adaptive dampers. Even

with them, bumps are less absorbed at a corner than chewed over by an entire axle, although usually not to the outright irritation of occupants.

Given its appearance, noise and hot-headed performance, one could have expected no more. The Type R's missing commodity is in fact more nebulous than a manifest lack of comfort. On the track, its exuberance is obvious enough (see 'Track Notes'), but out on the road, where your investment in driving is inevitably more relaxed, the trick chassis, sticky tyres and peaky engine fail to summon up either the sharp sense of connectedness evoked by the Mégane Trophy or the overt playfulness of a Ford Focus ST. We'd willingly trade an additional half a second a lap for greater evidence of either attribute.

BUYING AND OWNING

★★★★★

Performance value went a long way towards explaining the success of the 2001 Civic Type R. But back then, Honda was content with a lesser place in the hot hatch pecking order than it seems to be now. That may be

why it thinks it can justify asking a hefty premium over the likes of the Focus ST, Leon Cupra and Mégane Trophy for this car.

A starting price just a fiver shy of £30,000 puts the Civic worryingly close to the four-wheel-drive Golf R, a very accomplished machine whose residuals – according to our market experts – set a standard the Honda can't really approach. Suffice it to say that Honda has some work to do before those market commentators are willing to accept that this car can justify and sustain its positioning.

Cost of insurance won't come as particularly good news for private buyers, either. The aforementioned Golf ranks four groups lower on that front, while the Seat is lighter on the pocket, too. But standard spec is quite generous, with entry-level cars getting 19in wheels, adaptive dampers, a multimedia system with a 7.0in screen, cruise control, LED headlights and a parking camera.

Our True MPG testers recorded an average of 31.8mpg from the car – a pretty typical 18% down on the official NEDC claim but a close match for our results on a current BMW M135i and Ford Focus ST. →

HONDA CIVIC TYPE R GT

| | |
|----------------------------|---------|
| On-the-road price | £32,295 |
| Price as tested | £32,295 |
| Value after 3yrs/36k miles | £13,700 |
| Contract hire pcm | na |
| Cost per mile | 64p |
| Insurance/typical quote | 33/£865 |

EQUIPMENT CHECKLIST

| | |
|---|---|
| Automatic LED headlights | ■ |
| 19in alloy wheels | ■ |
| Electric folding and heated mirrors | ■ |
| Sports seats | ■ |
| Integrated Garmin sat-nav | ■ |
| Cruise control | ■ |
| Dual-zone climate control | ■ |
| Bluetooth, USB and HDMI | ■ |
| Rear parking camera | ■ |
| Rear privacy glass | ■ |
| 7.0in touchscreen infotainment | ■ |
| City brake system | ■ |
| Eight-speaker premium audio system | ■ |
| DAB tuner | ■ |
| Parking sensors front and rear | ■ |
| Options in bold fitted to test car | |
| ■ = Standard na = not available | |

RANGE AT A GLANCE

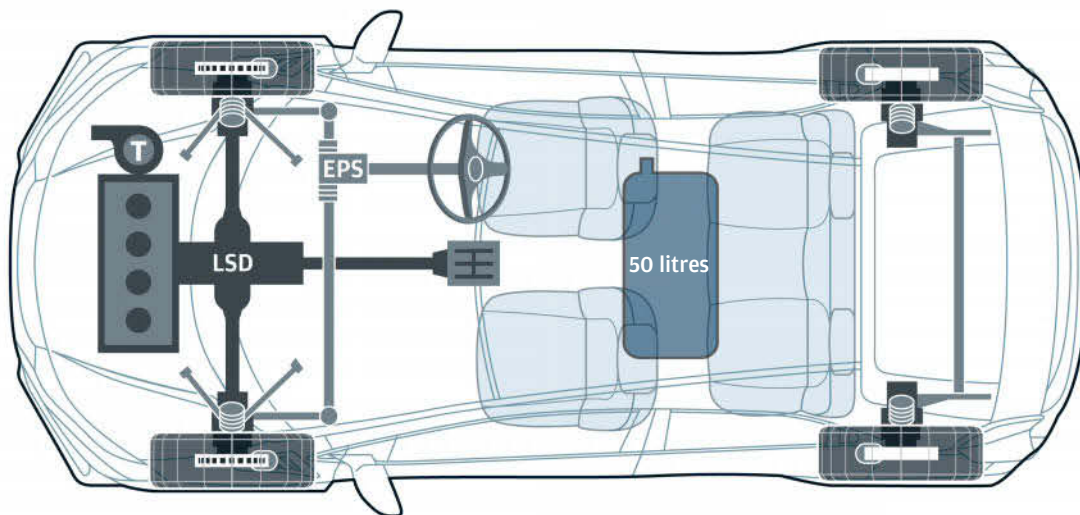
| ENGINES | POWER | FROM |
|------------------|--------|---------|
| 2.0 Civic Type R | 306bhp | £29,995 |

TRANSMISSIONS

6-spd manual ■

TECHNICAL LAYOUT

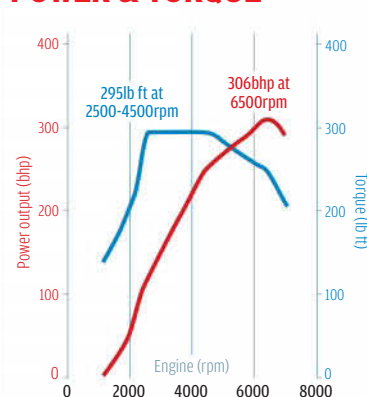
Steel monocoque with a transversely mounted engine at the front, as you'd expect. It drives the front wheels through a six-speed manual gearbox and a mechanical limited-slip differential, while the MacPherson strut front suspension includes dual-axis struts to reduce torque steer. There's a torsion beam at the rear.



ENGINE

| | |
|-------------------|--|
| Installation | Front, transverse, front-wheel drive |
| Type | 4 cyls in line, 1996cc, turbocharged, petrol |
| Made of | Aluminium head and block |
| Bore/stroke | 86.0mm/85.9mm |
| Compression ratio | 9.8:1 |
| Valve gear | 4 per cyl |
| Power | 306bhp at 6500rpm |
| Torque | 295lb ft at 2500-4500rpm |
| Red line | 7000rpm |
| Power to weight | 222bhp per tonne |
| Torque to weight | 214lb ft per tonne |
| Specific output | 153bhp per litre |

POWER & TORQUE



CHASSIS & BODY

| | |
|------------------|--|
| Construction | Steel unitary |
| Weight/as tested | 1378/1415kg |
| Drag coefficient | na |
| Wheels | 19in, alloy |
| Tyres | 235/35 ZR19, Continental ContiSportContact 6 |
| Spare | Repair kit |

TRANSMISSION

| | |
|------------------------|---|
| Type | 6-spd manual |
| Ratios/mph per 1000rpm | 1st 4.71/6.1 2nd 2.11/9.4 3rd 1.52/13.0 4th 1.12/17.6 5th 0.91/21.7 6th 0.73/27.0 |
| Final drive ratio | 3.84 |

ECONOMY

| | | |
|-----------------|-------------|-----------|
| TEST (TRUE MPG) | Urban | 26.6mpg |
| | Extra-urban | 36.9mpg |
| | Average | 31.8mpg |
| | Urban | 30.1mpg |
| | Extra-urban | 46.3mpg |
| CLAIMED | Combined | 38.7mpg |
| | Tank size | 50 litres |
| | Test range | 350 miles |

SUSPENSION

| | |
|-------|--|
| Front | Dual-axis MacPherson struts, coil springs, anti-roll bar |
| Rear | Torsion beam, coil springs, anti-roll bar |

STEERING

| | |
|--------------------|---------------------------------------|
| Type | Electrically assisted rack and pinion |
| Turns lock to lock | 2.3 |
| Turning circle | 12.6m |

BRAKES

| | |
|-----------|-------------------------------------|
| Front | 350mm ventilated discs |
| Rear | 296mm solid discs |
| Anti-lock | Standard, with EBD and brake assist |

CABIN NOISE

| | |
|------------------------|------|
| Idle | 64dB |
| Max revs in third gear | 79dB |
| 30mph | 68dB |
| 50mph | 71dB |
| 70mph | 77dB |

SAFETY

| | |
|---|------------|
| ABS, EBD, VSA, City-Brake Active System | |
| Euro NCAP crash rating | Five stars |
| Adult occupant | 94% |
| child occupant | 83% |
| pedestrian | 69% |
| safety assist | 86% |

EMISSIONS & TAX

| | |
|---------------------------|-----------|
| CO ₂ emissions | 170g/km |
| Tax at 20/40% pcm | £145/£290 |

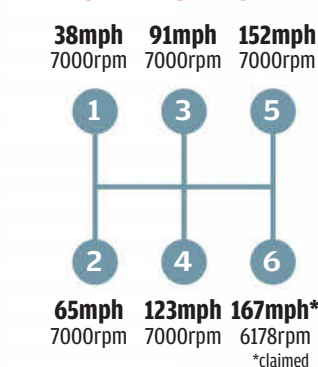
ACCELERATION

| MPH | TIME (sec) |
|-------|------------|
| 0-30 | 2.5 |
| 0-40 | 3.5 |
| 0-50 | 4.5 |
| 0-60 | 5.5 |
| 0-70 | 7.5 |
| 0-80 | 9.0 |
| 0-90 | 11.2 |
| 0-100 | 13.4 |
| 0-110 | 15.8 |
| 0-120 | 19.5 |
| 0-130 | 24.0 |
| 0-140 | 30.3 |
| 0-150 | - |
| 0-160 | - |

ACCELERATION IN GEAR

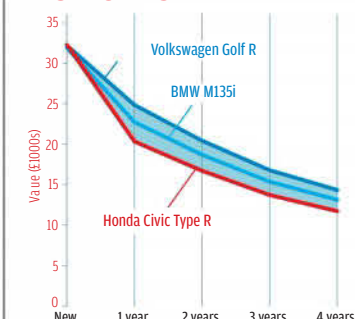
| MPH | 2nd | 3rd | 4th | 5th | 6th |
|---------|-----|-----|-----|-----|------|
| 20-40 | 2.1 | 3.4 | 5.9 | - | - |
| 30-50 | 1.9 | 2.6 | 4.0 | 6.4 | 10.2 |
| 40-60 | 2.1 | 2.5 | 3.2 | 4.9 | 8.6 |
| 50-70 | - | 2.6 | 3.2 | 4.2 | 6.7 |
| 60-80 | - | 2.8 | 3.3 | 4.2 | 5.7 |
| 70-90 | - | - | 3.6 | 4.4 | 5.8 |
| 80-100 | - | - | 4.0 | 4.8 | 6.1 |
| 90-110 | - | - | 5.4 | 5.3 | 6.8 |
| 100-120 | - | - | - | 6.0 | 7.6 |
| 110-130 | - | - | - | 7.0 | 9.1 |
| 120-140 | - | - | - | 8.8 | - |
| 130-150 | - | - | - | - | - |

MAX SPEEDS IN GEAR



RPM in 6th @ 70/80mph = 2590/2960

RESIDUALS



● If volumes stay low, Honda's healthy fanbase could cause values to defy our experts' predictions.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Civic Type R, contact Honda, Cain Road, Bracknell RG12 1HL (honda.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon. Quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST
Read all of our road tests autocar.co.uk

Honda Civic Type R

AUTOCAR VERDICT ★★★★★☆

Hard-edged, fast, uncompromising and wild to look at. There's a lot to like



The interminable wait has ended with an intermittently impressive result. The Civic Type R feels over-engineered, ostentatious, loud all the time and turbocharged in every regard. It isn't the most pleasant hot hatch to sit in, live with or even drive, but it strives to embrace Honda's evolving Type R ethos – a spirit that remains likeably Japanese, even as the manufacturer stoops needlessly to concern itself with Rhineland lap-timers.

Certainly there is a school of thought that suggests the latest model might have been better shorn of quite so much aero, spring malice or turbo bloat. That would have yielded a slightly slower, softer Civic, yes, but a cheaper, more fun and potentially more feelsome one, too. By opting instead for the extremes of power, purchase and price, Honda has delivered a hardline, idiosyncratic crusader. It offers less for everyone than ever – but is all the more desirable if you're on its wavelength.

TESTERS' NOTES


NIC CACKETT
The Civic's electric windows

wind into the door with a commercial vehicle clunk. Not a fatal flaw, but the noise is deafening compared with the classier Golf R.



MATT SAUNDERS
Nice that Honda has stuck with

its traditional machined gear knob – even if the aluminium orb has a tendency to scald your palm in the summer and then unmercifully turn it blue in the winter.

SPEC ADVICE

Avoid GT spec and keep the outlay sensible; our sources say residual values will be better on the cheaper cars. Jazz up the exterior with a carbonfibre pack.

JOBS FOR THE FACELIFT

- Detach the engine's +R mode from the dampers; we'll take the extra responsiveness without the mean-spirited ride comfort.
- Fettle the noise. Loud is fine, but an industrial blart is not.
- If there's no more feedback to muster in the steering, make an entry-level version with less grippy tyres and a more approachable limit.

AUTOCAR
ROAD TEST
TOP5

VOLKSWAGEN

Golf R 5dr manual
£31,475
296bhp at 5500-6200rpm
280lb ft at 1800-5500rpm
5.3sec (claimed, to 62mph)
155mph (limited)
39.8mpg
1476kg
165g/km, 28 per cent

Classy package, great pace and AWD handling that manages to be compelling.
★★★★★


AUDI

RS3 Sportback
£39,955
362bhp at 5500-6800rpm
343lb ft at 1625-5550rpm
4.1sec
155mph (limited)
34.0mpg
1595kg
194g/km, 33%

Silly money but it buys silly pace. Five-pot and superior cabin make the difference.
★★★★★


HONDA

Civic Type R GT
£32,295
306bhp at 6500rpm
295lb ft at 2500-4500rpm
5.5sec
167mph
38.7mpg
1378kg
170g/km, 29%

Fast and furious but demands some sacrifice – as it should. A cult hero in the making.
★★★★★


MERCEDES-BENZ

A45 AMG
£38,195
355bhp at 6000rpm
332lb ft at 2250rpm
4.2sec
155mph (limited)
40.9mpg
1555kg
161g/km, 27%

A45 is starting to slip down the pecking order, but expect the facelifted car to fix that.
★★★★★


BMW

M135i 5dr manual
£31,855
322bhp at 5800-6000rpm
332lb ft at 1300-4500rpm
5.1sec (claimed, to 62mph)
155mph (limited)
35.3mpg
1505kg
188g/km, 32%

Rear drive doesn't make quite as much sense in a hot hatch. Engine is still great, though.
★★★★★

Verdicts on every new car, p70

LETTER OF THE WEEK

Blurred lines

The current television advert for the new BMW 3 Series piqued my interest. The car featured is a 340i, which I assumed must be powered by a V8. A quick look at the website prompted some disappointment: in fact, it's powered by a 3.0-litre straight six. Surely that's the same motor as found in a BMW M135i, isn't it? So it should be a 335i. But hang about, it's a 3.0-litre engine, so should it really be a 330i?

But, hold on, another thought: there's a 2 Series, which is a rear-drive coupé, and another 2 Series that's a front-drive MPV.

German efficiency? Or the same thinking that brought us variable-ratio steering and the X6 M? No wonder JLR is on the up.

David Oldridge
via email



WIN

Letter of the week wins a
ValetPRO exterior protection
and maintenance kit worth £58.95

Valet PRO
PROFESSIONAL VALETING SUPPLIES

COMPLETELY WRONG

I find it hard to agree with the conclusion of your test of the Jaguar XE S versus the BMW 340i ('Six of One, Half a Dozen of the Other', 22 July).

You say the XE has an unmatched completeness, yet on the majority of elements the BMW is superior, from the engine, gearbox and interior to the boot space and fuel economy. In fact, the BMW's economy is one-third better, which is hardly a narrow margin. Finally, remarks are made about the adaptive dampers and gearbox being cost options on the BMW, but the Jaguar is £5k more, so you'd hope they'd be standard on it.

The conclusion must be that the BMW is the more complete car and that the XE is the more characterful, although it has issues that need to be addressed to be able to compete with the class best.

Kristian Toogood
via email

JUMPING TO CONCLUSIONS

Your front cover screams 'Jaguar XE beats new BMW 3 Series' (Autocar, 22 July). No it didn't. The clean-sheet Jaguar beat a facelifted old design with iffy steering, not a 'new' 3 Series. What's more, the aluminium Jaguar weighs more than the steel BMW, is more expensive, slower, less economical and considerably less spacious in the rear.

So, lest Jaguar get smug about it, it should wait for the hard-headed fleet managers to decide if it beats anything.

Phil Taylor
Cheshire

FATE OF THE PHAETON

I attended the Volkswagen Phaeton dealer launch in early May 2003. We discovered the Phaeton would build big speed with no effort and stop from 130mph in a hurry and without drama. Whatever the speed, it was possible



Cyclists vs motorists: best of enemies?

SMOKE SCREEN

So McLaren's opinion of its 675LT customers is that they need some electronic help to execute a rolling burnout, even with rather more than 650bhp at their disposal (First Drives, July 22). Seriously?

This is even more patronising than the electronic message my Mercedes provides telling me to 'Drive to a filling station' when the low fuel light comes on.

Being treated like an idiot by an abstract electronic presence seems to be an inescapable feature of modern cars, but suggesting that I can't manage a bit of wheelspin without assistance is most definitely a bridge too far.

Bill Gysin
via email

IT'S ALL CYCLICAL

As a former car owner of 23 years and a full-time cyclist of four years, I can see

to converse with the driver from the back seat, in normal tones, with no real sensation of speed, noise or vibration.

The Phaeton did not fail to sell in big numbers because it was without ability; the problem was price. Lexus entered the US luxury market in 1989 with the LS. By producing a competitive luxury entry and using an aggressive pricing policy, Lexus was established successfully.

Richard Sherry
Boynton Beach, Florida

AUTOCAR

What you're saying on autocar.co.uk

Reaction to the facelifted Porsche 911

Seems a bit early for a facelift. The present styling looks spot on to me.
cobnapint

The real differences will be the engineering underneath. Some will say it looks exactly the same as the last one, of course, no matter what Porsche does to the styling.
hardshoulder

Turbo engines for base 911s, and turbo fours



for the Cayman and Boxster? Porsche could ruin the appeal of these cars by giving them a characterless turbo drone.
Cyborg

Ferrari has done an amazing job making the 488 sound and feel naturally aspirated. Porsche is capable of doing the same.
gillmanjr

Were we too quick to praise the Jaguar XE? Phil thinks so





Bill can deal with his own wheelspin, thanks very much

both sides of the motorist versus cyclist debate (Tester's Notes, 22 July).

Matt's incident didn't happen at a weekend, did it? More specifically, was it a Sunday? I wouldn't be surprised if it was. Simple reason: MAMILs (Middle-Aged Men in Lycra). You see plenty of them at weekends, particularly during the Tour de France. They are characterised by super-expensive bikes, aggressive riding and, in some cases, chips on their shoulders about other road users – even other cyclists.

This is, of course, alpha-male willy-wagging and can be witnessed every day on the roads of Britain (outside-lane tailgating, DRL-blazing Audi drivers in Oakleys, anyone?).

Don't rise to their challenge by responding, Matt. Just be glad you're not like them.

Mike Spencer
via email



IN PRAISE OF EVS

I agree with Paul Stewart that EVs are the way to go (Your Views, 22 July). As a clean-shaven guy without a penchant for sandals, I would never have considered an electric car until, out of curiosity, I took a test drive in a BMW i3 while waiting for a service on my Mini Cooper.

Three months into i3 ownership, I can't praise the experience highly enough and can do no more than repeat Allan Muir's summing up of the car (Our Cars, 4 March) when he said: "The i3 REX is game-changing – an EV without most of the usual limitations and one that you'd actively want to own for reasons other than running costs." The design, engineering and technology are amazing, but above all it is a terrifically fun drive.

Richard Piper
via email

A CHARGED POINT

Your Nissan Leaf-driving correspondent Paul Stewart believes electric cars will improve to the point that "there will be very little to recommend any fossil-fuelled car" (Your Views, 22 July).

He must know where the power for these cars originally comes from: fossil fuel-fired power stations.

David Sutherland
via email

DIVINE INTERVENTION?

The DS Divine has given us a fascinating insight into the world of automotive design (New, 15 July). Clearly this was penned as what would have been a magnificent new Audi TT.

However, Audi's team presumably had a good laugh about how they would never release a new car that was not virtually indistinguishable from the old one. They then threw the design in the bin, whereupon DS stumbled across it.

Neil Sissons
Fleet, Hampshire

NEXT WEEK

Inside the magazine – on sale 12 August

LAND ROVER DEFENDER SPECIAL



Defender vs the sea What do you do when the tide is in? Keep on driving, of course...



MAKING HISTORY

End of the line

We go to Solihull and help build one of the last ever Defenders



OUR CARS

Life with a Defender

Tales from Autocar's intrepid band of owners and former owners

INSIGHT



Genetically modified Outrageous one-off and built-to-order Defenders examined

CONTENTS SUBJECT TO CHANGE

OUR CARS

A week in the life of Autocar's fleet

| | | | | | | | | | |
|------------------|------------|-------------------------|-----------|----------------------|---------------|---------------|----------------|----------------|-----------------|
| AUDI A6 AVANT | AUDI TT | BMW ACTIVE TOURER | BMW M4 | CITROEN C4 CACTUS | FERRARI FF | FORD FOCUS | FORD MONDEO | HYUNDAI i20 | KIA SOUL EV |
| Barnaby Jones | Stan Papir | John Bradshaw | Dan Trent | Lewis Kingston | Steve Cropley | Tim Dickson | Luc Lacey | Aaron Smith | Hilton Holloway |



Volvo V60

FINAL REPORT Was a clever new engine enough to sustain our interest in the revised V60? Fortunately, Volvo's compact executive estate has more than one string to its bow

The Volvo V60 D4 joined Autocar's long-term fleet because it was the most class-competitive car from the company for some time. Not only had the model been given a mid-life makeover, but it had also been fitted with Volvo's all-new Drive-E D4 diesel engine, which promised a remarkable mix of pace and fuel economy.

The headline figures of 188bhp and 295lb ft came with a CO₂ rating of just 99g/km in six-speed manual form. With the eight-speed Geartronic automatic

gearbox, that figure slips to 109g/km, but that's still impressive. Even BMW's hugely impressive 520d – which also has an eight-speed auto 'box – can only manage a CO₂ rating of 119g/km.

Volvo's D4 engine has one big advantage over its rivals in the form of its individually computer-controlled fuel injectors. Manufactured by Japanese company Denso, these injectors allow for a much more accurately metered injection of fuel. They not only result in better economy but should also ensure

that the engine remains clean-burning as it ages. The lead engineer on the diesel Drive-E project assured me that after more than 150,000 miles of testing, the D4 engine remained inside the ultra-strict Euro 6 pollution limits. With conventional diesels currently in the firing line, this impressive unit seems to be future-proofed.

Over the 14,000 miles covered by Autocar staffers, the Volvo proved to be extremely dependable, reliable and comfortable, which is what you

might expect from the brand. What I didn't expect was the extent of the V60's superb motorway manners. The engine's torque and the eight-speed automatic 'box are a match made in long-distance heaven.

The transmission never failed to keep the engine humming happily at a quick cruise, and when the driver demanded more pace for overtaking, the V60 always seemed to be on exactly the right part of its torque curve. When it comes to British motorway driving, I

LOVE IT



DRIVETRAIN

A class act on motorways, ready to deliver serious pace at a moment's notice.



CABIN

A model of clarity, with handy main controls and useful central storage.



SEATS

Supremely comfortable over long distances, plus three-stage heating.



BIG, BUT NOT TOO BIG

For a relatively large car, the V60 is wieldy in town and easy to park.

LOATHE IT



ROUGH TOWN RIDE

Cratered city streets greatly upset the V60's composure.

LAND ROVER
DEFENDER

Matt Prior

LEXUS
NX300H

Mark Pearson

MAZDA
2

John McIlroy

MAZDA
CX-3

Mel Falconer

MERCEDES-BENZ
E-CLASS ESTATE

Andrew Frankel

PORSCHE
PANAMERA

John McIlroy

RANGE ROVER
SPORT

Steve Cropley

RENAULT
MEGANE
TROPHY

Matt Prior

RENAULT
TWINGO

Matthew Burrow

SEAT
LEON
X-PERIENCE

Mark Tishaw

SKODA
FABIA

Tom Webster

SKODA
OCTAVIA

Matt Burt

SUZUKI
CELERIO

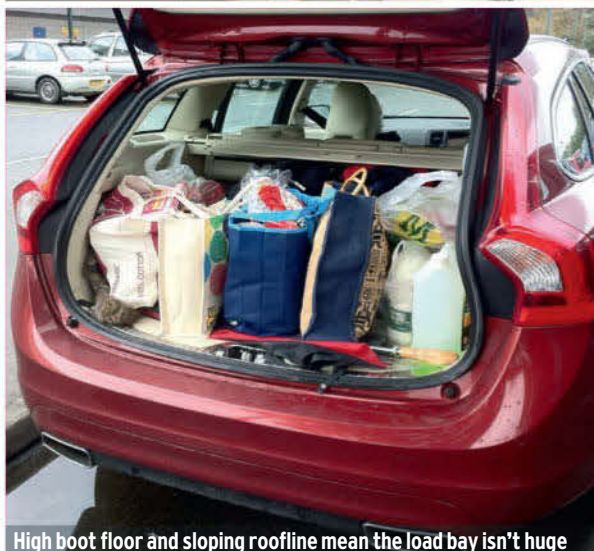
Steve Cropley

VOLKSWAGEN
GOLF R

Allan Muir

VOLVO
V60

Hilton Holloway

Long motorway
mile pass in refined,
cossetting comfort

High boot floor and sloping roofline mean the load bay isn't huge



The V60's ride suffers on rough city roads



D4 engine is both powerful and economical

TEST DATA

**VOLVO V60 D4
Geartronic SE Lux Nav****TEST STARTED 13.8.14**

Mileage at start 660

Mileage at end 14,916

PRICES

List price then £34,795

List price now £34,995

Price as tested £36,370

Dealer value now £22,897

Private value now £20,724

Trade value now £19,385

OPTIONS

Metallic paint £625, Winter Pack £375, front and rear park assist £325, Tempa spare wheel £250

CONSUMPTION AND RANGE

Claimed economy 64.7mpg

Fuel tank 67.5 litres

Test average 47.1mpg

Test best 51.2mpg

Test worst 27.8mpg

Real-world range 593 miles

TECH HIGHLIGHTS

0-62mph 7.6sec

Top speed 140mph

Engine 4 cyls in line, 1969cc, turbodiesel

Max power 188bhp at 4250rpm

Max torque 295lb ft at 1750-2500rpm

Transmission 8-spd automatic

Boot 430/1241 litres

Wheels 17in alloy

Tyres 215/50 R17

Weight 1690kg

SERVICE AND RUNNING COSTS

Contract hire £371.89

CO₂ 109g/km

Service costs None

Other costs New tyre £116

Fuel costs £1650

Running costs inc fuel £1766

Depreciation £16,985

Cost per mile 11.9 pence

Cost per mile inc dep'n £1.31

Faults Squeaking folding mirrors

PREVIOUS REPORTS

13 Aug 2014, 3 Sep, 24 Sep, 8 Oct, 29 Oct, 19 Nov, 24 Dec, 7 Jan 2015, 21 Jan, 25 Feb, 18 Mar, 15 Apr, 20 May, 17 Jun

don't think I've driven a diesel car with a better-calibrated powertrain.

We also experienced superb refinement at higher speeds. On a well-surfaced motorway, the V60 cabin really is hushed – perhaps hushed enough to hear a much wider range of frequencies from the stereo than is usual.

At the other extreme, it was unhappy on central London's cratered streets. This sort of roadscape is admittedly an extreme example of what you might experience in the UK, but deep dips in the road surface seemed to upset the Volvo's chassis most of all, while running across two such dips in succession would have the Volvo jerking in a bizarre manner as the suspension tried to cope. For a car so serene at higher speeds, this was surprising.

The V60 didn't like heavy city traffic, either. The economy would plunge below 30mpg, while in stop-start conditions the otherwise impeccable transmission could shunt around, presumably as it tried to cope with the

Best to think of the V60 as a big executive hatch rather than a full-blown estate car

engine's near-vertical torque delivery between tickover and 1800rpm.

Elsewhere, the V60 is a big improvement on its predecessor. Much of the Volvo's damping tuning is done in the UK, and the car is obviously superior to its earlier incarnation out on the open road. It is more fluid to drive, the steering feels more connected and it comes across as having more character than the first-generation model.

On a day-to-day level, Volvo has long had a compelling offer. For me, the V60's seats remain the best in the business, and features such as the design of the centre console storage space and cupholders really stand out. The driving position is superb, too.

This traditional Volvo interior design – with big switches for the key functions and scaled-down switchgear elsewhere

– is being dumped on the firm's new-generation models, but I still admire the unashamedly functional aesthetics.

The 430-litre seats-up load capacity isn't huge, trapped as it is between a high boot floor and swooping roofline. With the rear seats down, you can manage a decent tip run, but it's best to think of the V60 as a big executive hatch rather than a full-blown estate.

When specifying the car from new, buyers can't ignore the £375 Winter Pack. It's worth it for the bending xenon headlights alone, never mind the sheer luxury of heated seats. We added the spacesaver spare wheel, which paid off when the car suffered a puncture.

Just as the car was returned to Volvo UK, a dashboard warning demanded its first service. Even in London, this would have been a reasonable £275.

Indeed, servicing costs over three years seem sensible at £1015, while the low CO₂ rating keeps taxes down. Even the replacement Pirelli tyre was a reasonable £116, which goes to show that premium motoring doesn't have to cost silly money.

Over its year with us, the V60 was tick-tock reliable, the only 'fault' being a squeak from the mirrors when they were folding. And clearly, from these figures, buying and trading in the V60 after 12 months is financial madness, so the final cost per mile is exaggerated.

If I had to spend three years on the UK's frenzied motorways, the V60 is one of the better places I could be. It excels at stretching its legs and covering ground while keeping driver stress low. It suits me down to the ground.

hilton.holloway@haymarket.com

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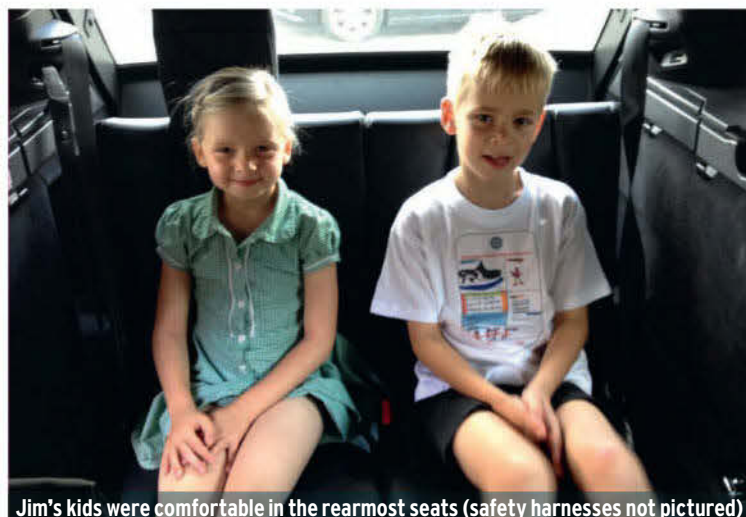


Range Rover Sport

Mileage | 16,654 Are the Sport's third-row seats worth having? The debate continues

A few months ago the rearmost seats of the seven-seat Range Rover came in for a slug of criticism from the car's regular runner, Steve Cropley. He reasoned that they were nigh on useless for adult passengers due to a shortage of leg room, even when the middle row of seats was slid as far forward as possible.

And he's right. I'm 190cm tall and over 40 years old, so when I attempted to climb in there in the interests of research, I struggled. Once ensconced, I found I could stick at it for a short distance, as long as I was alone and able to twist myself sideways across both seats. That said, I'm not convinced by the wisdom of having your head turned to the side and away from the headrest in the event of a shunt. Oh, and it was impossible to get out elegantly.



Jim's kids were comfortable in the rearmost seats (safety harnesses not pictured)



The Sport doesn't claim to be an MPV

However, that doesn't tell the entire story, as I discovered when I strapped my two children, aged seven and five, in the back. But before I explain, a slight disclaimer: because of the confines, I found it impossible to get a decent picture while they were strapped into their booster seats. Hence the shots you see here, sans seats or belts. Before you put pen to paper to social services, I would like to emphasise that I am a responsible parent and that no children were harmed in the making of the set-up photograph you see before you.

But the fact is that they not only fitted in but were also comfortable. The eldest is just under 140cm tall, and he was very happy over a 90-minute drive. Looking at the location of his knees and the proximity of the seats in front, I'd hazard that 140cm is the tipping point for the seats' usefulness, but that feels reasonable to me if you only plan to use them for occasional, seven-up trips with at least two children in the mix.

Sure, MPV-like practicality and comfort aren't available in the Range Rover Sport, but if that's what you want, buy an MPV. Just because the Sport isn't a natural seven-seater, it doesn't mean you won't be grateful to have the option if or when the need arises.

jim.holder@haymarket.com

Range Rover Sport HSE Dynamic SDV6

Price £66,250 **Price as tested** £70,975

Economy 32.8mpg **Faults** None **Expenses** New rear tyre £238.50 **Last seen** 1.7.15



Mazda 2

Mileage 3233

We're past 3200 miles in the 2 now – but the slow rate at which we're accumulating them should tell you how Mazda's baby is spending most of its life: in town. This shouldn't come as an enormous surprise, I guess, because while the 2 is comfortable enough at a

steady 50mph through average speed cameras, it's less appreciative of being whacked up to regular motorway speeds. At that point, it's fair to say, you are made aware that you're in a small car with a normally aspirated engine and a five-speed gearbox.

Things are better around town. The

2's direct steering and slick gearshift make it a fine urban tool, and the 16in alloy wheels that come as standard on our Sport Nav edition don't make the ride too jittery over pock-marked side streets. The 2 has, in short, become one of the favourite runabouts in the car park – and there's no disgrace in that.

It will not have escaped your attention, though, that we now have a Mazda CX-3 on the fleet – precisely the sort of car that has been carving sales share from both the 2 and its bigger brother, the 3. Indeed, listen to some business analysts and they'll tell you that the conventional supermini is on borrowed time, such is the march towards small crossovers and SUVs.

If anything, though, I'd argue that the 2's status is the slightly more assured of the pair, if only because it feels pretty much as good as a CX-3 inside (with the exception of a few extra bits of double-stitched, padded trim) and costs a lot less. I grant you that our 2 Sport Nav weighs in at just over £15,000, but you can have an SE-L version, with the

same engine and the same neat infotainment system, minus satellite navigation, for less than £14k.

I know most people at this end of the market buy cars on PCP finance deals these days, but when a half-decent CX-3 costs at least £3500 more (and is barely any more practical), I reckon cars like the 2 are on a pretty safe footing just yet.

john.mcilroy@haymarket.com

Mazda 2 1.5 90PS Sport Nav

Price £15,395 **Price as tested** £15,925

Economy 45.8mpg **Faults** None **Expense** None **Last seen** 24.6.15



Direct steering helps the 2 in town

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|---|------------|
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| Monthly Payments | £299.00 |
| Option to Purchase Fee (inc in final payment) | £10.00 |
| Final Payment (GFV) | £12,452.00 |
| Total Amount of Credit | £20,300.00 |
| Total Amount Payable | £31,916.00 |
| Duration of Agreement (mths) | 37 |
| Representative APR | 5.9% APR |
| Interest Rate (fixed) | 3.1% |

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THE LOG BOOK

**BMW 220d Active Tourer****Mileage 6537 Last seen 1.7.15**

Car makers are all about retention these days; they are desperate for customers not to leave the brand, and the Active Tourer is a prime example. It isn't that practical by raw MPV standards, but it offers enough space over a 1 Series for owners of that car to consider it if they need more room. A cynical creation, perhaps, but a worthy one. **JM**

**Kia Soul EV****Mileage 2207 Last seen 24.6.15**

Given that I was driving to Kia's UK HQ in Walton, it seemed appropriate to take the Soul. The 25-mile round trip proved the car's enduring urban appeal. When you stop and start the whole time, having instant torque on tap is a real boon. The battery life indicator was spot on, too, ticking down each mile as it was completed. If you trust the gauges, there's no need for range anxiety. **JH**

**Ferrari FF****Mileage 19,400 Last seen 1.7.15**

In this job, you're often asked by passers-by to identify the car you're driving. However, so complete is the Maranello marque's 'ownership' of the colour red, combined with rakish lines by Pininfarina, that everyone knows a Ferrari. Not the model, though. Yesterday, someone asked me if it was a Daytona – a model last built in 1973. **SC**

Land Rover Defender

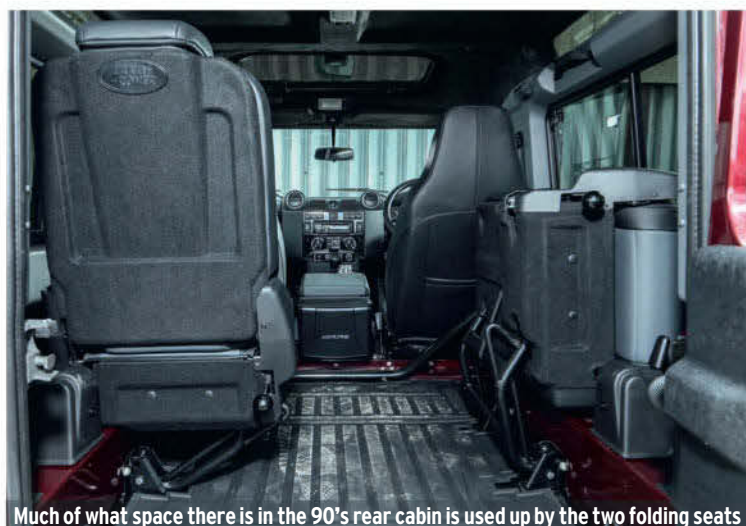
Mileage | 10,170 Fitting a roof rack should boost the 90's four-up grand touring ability

The problem with a Land Rover Defender 90 is that if you put two people in the back of one, they take up all the space you might like to use for other things.

Back in the old days (as in, before 2007), the 90 had two side-facing rear seats, mounted on each side of the load bay, with fold-up bases and lap belts. Today, there are two big, forward-facing folding chairs with three-point inertia-reel belts that are safer and more comfortable but mean that less luggage can be loaded at the same time as people. A 90 packs a remarkable amount of ability into a small space, but it is shorter than a Ford Fiesta, so there's only so much room back there. On my own Td5 Defender, we've got a roof rack that we use with surprising frequency.

Thankfully, Land Rover had a spare 'Expedition' roof rack that it was willing and able to lend us for the 90 I'm running. It's a classy piece of kit – and seemingly well made – but it's pretty costly at £894, although that would include dealer fitting.

Instead, I did that bit myself in the car park at Autocar Towers. It took about an hour, and although it needs two people to lift it into place, thereafter it's a one-person, one-Torx-socket job. Once fitted, the rack feels extremely solid.



Much of what space there is in the 90's rear cabin is used up by the two folding seats

Land Rover has also provided us with a two-piece ladder (£270 fitted), because without one of those you can't easily get up to the roof to strap things down. I haven't fitted that yet, because it needs holes drilling in the rear bodywork and I haven't had the car at home with enough free time to do the job. And I'm conscious of the fact that it is not a job to rush or get wrong.

Still, it'll want doing before mid-August, because I've decided to take a request by the editor – to use our long-termers as often as possible for interesting things – perhaps too seriously. I'm taking the 90 on holiday to the Algarve, a journey of 1533 miles in each direction (probably longer on the way down, taking a scenic route around Spain).

That'll test a few things, I suspect. Firstly, its ability to return decent fuel economy. The 90 has recently been

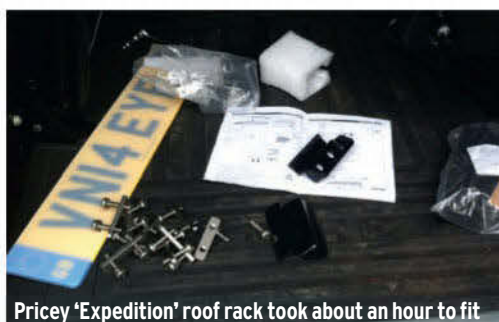
through our True MPG economy test. The numbers are to come, but if they exceed 25mpg I'll eat my toenails. Efficiency isn't helped by our car's hardcore off-road tyres, which don't do much for the ride or road noise, either.

Secondly, it'll test the air-con's ability to cope with the middle of Spain in the middle of August. This, in turn, will test the love for Land Rovers of the four of us who'll be inside it.

It's a long schlep of the sort for which a Defender was never designed, but while there are more suitable cars on the long-term fleet, there aren't many that are more interesting. Fact is, we're looking forward to it. That I'm driving back alone, however, is already decided. matt.prior@haymarket.com

Land Rover Defender 90 Station Wagon XS

Price new (inc options) £33,200 Price now £30,500 Economy 24.5mpg Faults None Expenses None Last seen 1.7.15



Pricy 'Expedition' roof rack took about an hour to fit

DEALS

Bargain new
and used motors



Buy them before it's too late

The Budget moved the road tax goalposts. **James Ruppert** picks some cars to enjoy while we still can

So there has been a Budget, and with it a full-scale road fund licence revamp, which doesn't kick in until 2017. As usual, it's a confusing slab of rules and regulations that leaves everyone reeling. The point of the Budget seems to be that if you want to buy or lease a car, do it now or next year. What about used cars, though?

Well, it doesn't really matter too much, as everything stays the same – until 2017. At that point, previously environmentally friendly cars will become more expensive to tax. Indeed, the prestigious £40k eco-friendly car that you always promised yourself will actually cost an extra £310 a year to own from year two to year six.

No, I can't fathom that out either, but

it could certainly make any £40k car that isn't particularly environmentally friendly just a bit cheaper to buy.

But that's in the future, and the used car market is about the here and now. And right now, we should stock up on the cars we love, or at least like. So why not fill your boots with the sort of inappropriate motors that could seem almost illegal in a few years' time?

Let's buy a Porsche 911. The 996 is now very affordable and, being from the late 1990s, also avoids some of the road fund licence complications that made them more expensive to own post-2001.

A 1999 Carrera 4S Tiptronic would be a safe enough buy, and you should be able to get a tidy one for around £12,000. If it's smart enough and



A Ferrari 456 GT can be yours for £40k

you spend enough to keep it sweet, depreciation isn't going to be an issue. You can also find Carrera 2s and convertibles (manual or auto) for that money. There are plenty to choose from; just take your time and buy the best.

Ferrari 456 GTs have bobbed up in value in the past few years, but they are still affordable with the higher real-world mileages that some of them have. Cars with 'collector' mileages are more

It seems incredible that you can still buy exclusive Alpinas such as a 2001 B10 V8 for less than £10k



P66 James Rupert
Used car expert



P68 Aaron Smith
Deals expert



P70 Nic Cackett
Data expert

A 996-generation Porsche 911 can be had for about £12k



than £80k, while 'teenage' mileages are £60k, but if you can ever bring yourself to buy a 60,000-miler, you can find them for less than £40k.

Just as rare as a Ferrari and guaranteed to make a 911 look common is the Alpina option. It seems incredible that you can still buy them for less than £10k. It's a shame they look so much like BMWs, but that's the point, of course. What about a 5 Series-based 2001 B10 V8 for £8995, then? How could you go wrong? Or you can modern up with a 2007 D3 Biturbo. I mean, diesels could be banned eventually, so why not enjoy the ultimate oil-burner while you can?

The thing is that governments and rules change. Who knows what the situation will be like in 2020?

BANGERNOMICS BEST BUYS



READER'S CAR: VOLKSWAGEN POLO

We've met Michael Hanavan before. Now, here's his mum Enid's 1998 Volkswagen Polo. "She bought it new from Corkills VW of Wigan after running a Mk1 Jetta then a Mk2 Golf for years," says Michael. "It's had an easy life, commuting to Bolton every day for a few years then, since retirement, trips to the shops or local socialising. It's original in every way, right down to the dealership plates and unused spare and jack. So far, 65,096 miles have passed. At this rate, 70,000 miles will happen, but it might take a while."

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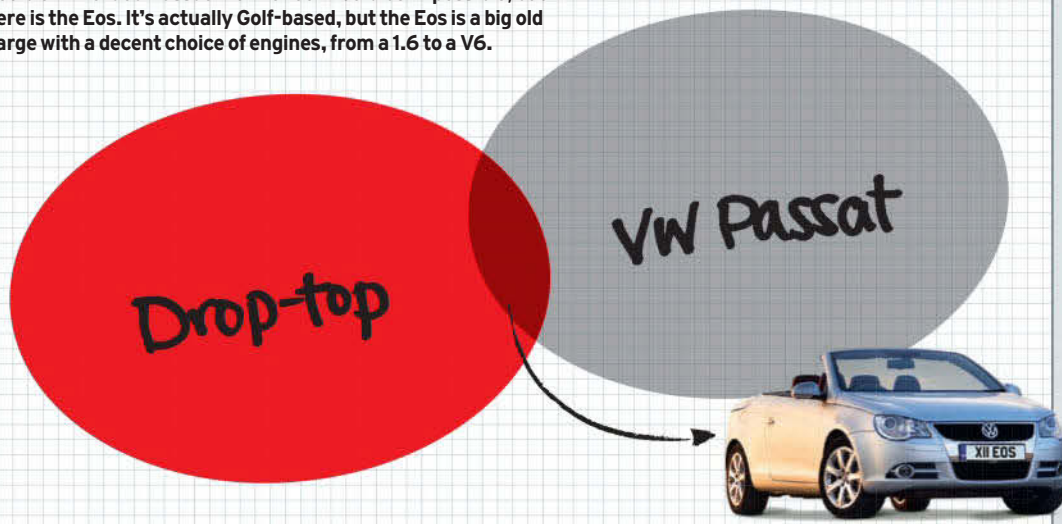


WHAT CAUGHT MY EYE THIS WEEK

There have been reports that teenage drivers are falling out of love with cars, but actually, outside of the metropolitan elite, personal transportation has never been more important. Parents of teens are still buying used cars.

USED CAR DILEMMA: VOLKSWAGEN EOS

You'd think that a Passat with no roof would be impossible, but here is the Eos. It's actually Golf-based, but the Eos is a big old barge with a decent choice of engines, from a 1.6 to a V6.



Affordable fun cars for students

With the summer holidays here, young drivers fresh out of university may be looking for their next car. **Aaron Smith** has some suggestions



1 Suzuki Swift 1.5 (2004-2010)

We're huge fans of the Suzuki Swift. In terms of character, the Sport model is possibly the closest modern warm hatch to old-school gems such as the Citroën AX GT. But while the Sport may be out of reach for early 20-somethings, they could have the next best thing: a nippy and well-equipped 1.5-litre Swift GLX.

The 1.5 retains the Sport's wide track and feelsome steering, making it a hoot to drive on challenging B-roads, and the 101bhp motor can average 44mpg and still push the Swift from 0-62mph in 10.0sec and on to a maximum of 115mph. We found a 2009 model with only 13,000 miles under its belt for £5k.

2



Peugeot 106 Quiksilver (1998-2003)

Back in the late 1990s, Peugeot spotted a gap in the market for a watered-down GTi model to rival Citroën's Saxo Furio. The result was the limited-edition 106 Quiksilver. It had the 106 GTi's suspension and bodykit but was propelled by a 1.4-litre eight-valve engine instead of the GTi's 1.6 16-valve.

The 75bhp Quiksilver is a sharp steer thanks to its 850kg kerb weight, and it feels much faster than its 11.2sec 0-62mph time suggests. Driveshaft problems and rear axle issues are common, but just under £1500 will get you a clean 2002 Quiksilver with a respectable 78,000 miles on the clock.

Mini Cooper (2001-2007)

When the first-generation BMW-owned Mini hatch arrived in 2001, it came with premium pricing and a level of desirability that set it apart from other cars of its size. The Cooper model was powered by a 115bhp 1.6-litre four-pot petrol engine, which helped the car to a 0-62mph time of 9.1sec and a top speed of 124mph, and in our original road test

we were gobsmacked by the impressive roadholding ability.

Early Mini Coopers have since depreciated to the extent that they're now within the reach of younger buyers. They have reasonable group 21 insurance, too. A fiver under £4k will get you a 2007 Cooper with a full service history and 69,000 miles on the clock.

3





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4



Volkswagen Up (2012-present)

Young buyers seeking a desirable badge and quality interior on their sprightly hatchback should look no further than Volkswagen's Up city car. In 74bhp 1.0-litre guise, it's nippy enough around town and has an addictive, charismatic three-cylinder thrum that urges you to chase its 6200rpm redline. It's an agile

and predictable thing to steer, too.

The VW also has the lowest running costs here, plus it's the cheapest to insure. Standard kit is generous and in five-door form it can carry three passengers with ease. For £8500, you can have a two-year-old flagship High Up five-door, with only 15,000 miles.

Ford Puma 1.7 (1997-2002)

The Puma coupé may not be blessed with the most masculine design, but what it lacks in stylistic virility it more than makes up for with an engaging and involving chassis. And despite being powered by a 125bhp 1.7-litre Yamaha-developed engine, it has relatively low group 23 insurance.

The 0-60mph sprint is cracked in 9.2sec and the Puma can romp on to 121mph, so it's got the poke to back up its sweet handling.

There are plenty of Puma 1.7s in the classifieds for under a grand. We found a tidy 2001 example, with only 74,000 miles on the clock, selling for £900.

5



NEW CARS A-Z

For full reviews of every car listed here, visit our website, autocar.co.uk

Autocar's star ratings explained

- ☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆ Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆ Brilliant, unsurpassed. All but flawless.

Full road test on autocar.co.uk

Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 83

| Make and Model | Price | Bhp | CO ₂ g/km | Insurance group |
|--|---------|-------|----------------------|-----------------|
| ABARTH | | | | |
| 500 3dr hatch Good value hot hatch. In Esseesse trim it's great fun to drive | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 1.4 T-Jet | E14205 | 133 | 155 | 26 |
| 500 CONVERTIBLE 2dr open Open-top hot hatch; has a softer ride than the tin-top car | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 1.4 16v Turbo T-Jet | E16005 | 133 | 155 | 27 |
| PUNTO EVO 3dr hatch Scorpion-badged Punto is fun, but not the most focused hot hatch | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 1.4 Turbo M'Air | E16857 | 161 | 142 | 30 |
| ALFA ROMEO | | | | |
| MITO 3dr hatch Classy, well equipped and cheap. No dynamic benchmark | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 0.9 TB TwinAir 105 Distinctive | E16160 | 103 | 98 | 13 |
| 0.9 TB TwinAir 105 OV Line | E16910 | 103 | 98 | 13 |
| 1.4 140 M'air TCT Distinctive | E17710 | 138 | 124 | 19 |
| 1.4 140 M'air TCT OV Line | E18460 | 138 | 124 | 20 |
| 1.4 170 M'Air O'Verde | E20300 | 168 | 139 | 26 |
| 1.3 JTDm-2 85 Distinctive | E16745 | 94 | 90 | 11 |
| 1.6 JTDm-2 120 0'Verde S-S | E17910 | 118 | 114 | 19 |
| 1.6 JTDm-2 120 OV Line | E18660 | 118 | 114 | 20 |
| GIULIETTA 5dr hatch Stylish, rewarding family hatch. A new era for Alfa | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 2.0 JTDm 175 Excl. TCT | E25840 | 148 | 110 | 20 |
| 2.0 JTDm 175 OV Line TCT | E27590 | 148 | 110 | 20 |
| 1.4 TB 120 Progression | E18450 | 118 | 149 | 16 |
| 1.4 TB 120 Distinctive | E19700 | 118 | 149 | 16 |
| 1.4 TB Mult'ir 170 Distinctive | E21200 | 168 | 134 | 23 |
| 1.4 TB Mult'air 170 Excl. | E22950 | 168 | 134 | 23 |
| 1.4 TB Mult'ir 170 Ex'Verde TCT | E24245 | 168 | 121 | 23 |
| 1.4 TB Mult'ir 170 OV Line | E24700 | 168 | 134 | 23 |
| 1.4 TB Mult'ir 170 OV Line TCT | E25995 | 168 | 121 | 23 |
| 1.6 JOTM 105 Progression | E19500 | 103 | 114 | 16 |
| 1.6 JOTM 105 Distinctive | E20750 | 103 | 114 | 16 |
| 1.6 JOTM 105 Excl. | E22500 | 103 | 114 | 16 |
| 2.0 JTDm 150 Distinctive | E21930 | 148 | 110 | 20 |
| 2.0 JTDm 150 Excl. | E23680 | 148 | 110 | 20 |
| 2.0 JTDm 150 OV Line | E25430 | 148 | 110 | 20 |
| 4C 2dr coupé A singular statement. Flawed, perhaps, but the best current Alfa by miles | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 1.75T | E51500 | 237 | 159 | 50 |
| ALPINA | | | | |
| B3 2dr coupé Rapid, usable and cheaper alternative to an M3 | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 3.0 S Biturbo | E51350 | 394 | 224 | 42 |
| B3 4dr saloon Rapid, usable and cheaper alternative to an M3 | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 3.0 S Biturbo | E50350 | 394 | 224 | 42 |
| B3 CONVERTIBLE 2dr open Rapid, usable, cheaper alternative to an M3. | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 3.0 S Biturbo | E56450 | 394 | 225 | 42 |
| B3 TOURING 5dr estate Rapid, usable and cheaper alternative to an M3. | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 3.0 S Biturbo | E51350 | 394 | 225 | 42 |
| B5 4dr saloon Huge pace, but let down by uninvolved dynamics | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 85 Biturbo | E71950 | 507 | 252 | 57 |
| 85 Biturbo | E71950 | 507 | 252 | 57 |
| B5 TOURING 5dr estate Huge pace, but let down by uninvolved dynamics | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 85 Biturbo | E71950 | 500 | 255 | 57 |
| B7 4dr saloon Makes sense on an autobahn but not for the UK | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 4.4 V8 Switch-tronic | E95850 | 500 | 282 | 62 |
| 4.4 V8 Switch-tronic LWB | E98850 | 500 | 282 | 62 |
| D3 4dr saloon Precise dynamics with added Alpina kudos and a great engine | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 3.0D Biturbo | E46950 | 345 | 139 | 50 |
| D5 4dr saloon Rapid, usable and cheaper alternative to an M5 | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 3.0 Bi-Turbo | E55950 | 340 | 155 | 57 |
| XD3 5dr 4x4 Alpina's first SUV is a triumph. Hugely fast, capable and desirable | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 3.0 XD3 | E54950 | 345 | 49 | 50 |
| ARIEL | | | | |
| ATOM 0dr open Superbike fast track mentalism. As exhilarating as cars get | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 245 | E29321 | 245 | - | - |
| 300 | E34319 | 300 | - | - |
| V8 | E150000 | 500 | - | - |
| 3 Mugen | E49740 | 270 | - | - |
| ASTON MARTIN | | | | |
| RAPIDE 4dr saloon Four-door Aston is more practical, but just as charming | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 5.9 V12 S | E149995 | 550 | 355 | 55 |
| VANTAGE 2dr coupé Stunning Brit sports car. V12 is a new benchmark for Aston | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 4.7 V8 | E84995 | 420 | 299 | 55 |
| AUDI | | | | |
| A1 3dr hatch Audi's answer to the Mini. Fun and refined | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 1.4 TFSI 125 S line | E16730 | 123 | 115 | 21 |
| 1.4 TFSI 125 S line | E18725 | 123 | 117 | 21 |
| 1.4 TFSI 150 S line | E19520 | 148 | 112 | 25 |
| 2.0 TFSI 231 S | E25420 | 228 | 162 | 33 |
| 1.6 TDI 116 SE | E15430 | 114 | 92 | 19 |
| 1.6 TDI 116 Sport | E17405 | 114 | 92 | 19 |
| 1.6 TDI 116 S line | E19400 | 114 | 93 | 19 |
| A1 5dr sportback Rear doors add convenience to an attractive package | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 1.4 TFSI 125 Sport | E17350 | 123 | 118 | 21 |
| 1.4 TFSI 125 S line | E19345 | 123 | 119 | 21 |
| 1.4 TFSI 150 S line | E20140 | 148 | 112 | 25 |
| 2.0 TFSI 231 S | E26155 | 228 | 166 | 33 |
| 1.6 TDI 116 SE | E16050 | 114 | 92 | 19 |
| 1.6 TDI 116 Sport | E18025 | 114 | 92 | 19 |
| 1.6 TDI 116 S line | E20020 | 114 | 93 | 19 |
| A3 3dr hatch Classy interior, stable handling and good engines. Second only to the Golf | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 1.2 TFSI 110 SE | E18615 | 108 | 117 | 17 |
| 1.6 TDI 110 ultra SE Technik | E21615 | 108 | 89 | 17 |
| 2.0 TDI 184 quattro S line | E29945 | 148 | 129 | 26 |
| 2.0 TDI 184 quattro Sport | E27795 | 148 | 127 | 26 |
| 2.0 TDI 184 S line | E27035 | 148 | 114 | 28 |
| 2.0 TDI 184 Sport | E24885 | 148 | 112 | 27 |
| 2.0 TFSI 300 quattro S3 | E30980 | 296 | 162 | 36 |
| 1.2 TFSI 110 Sport | E20015 | 108 | 117 | 17 |
| 1.2 TFSI 110 S line | E22125 | 108 | 114 | 18 |
| 1.4 TFSI 125 SE | E19915 | 123 | 122 | 18 |
| 1.4 TFSI 125 Sport | E21315 | 123 | 122 | 19 |
| 1.4 TFSI 125 S line | E23465 | 123 | 124 | 20 |
| 1.4 TFSI 150 SE ACT | E20765 | 148 | 109 | 23 |
| 1.4 TFSI 150 Sport | E22165 | 148 | 109 | 23 |
| 1.4 TFSI 150 S line ACT | E24315 | 148 | 111 | 24 |
| 1.8 TFSI 180 Sport | E23905 | 178 | 135 | 26 |
| 1.8 TFSI 180 quattro Sport | E26830 | 178 | 149 | 27 |
| 1.8 TFSI 180 S line | E26055 | 178 | 135 | 27 |
| 1.8 TFSI 180 quattro S line | E29055 | 178 | 153 | 28 |
| 1.6 TDI 110 ultra SE | E20865 | 108 | 89 | 17 |
| 1.6 TDI 110 Sport | E22265 | 108 | 105 | 17 |
| 1.6 TDI 110 S line | E24415 | 108 | 107 | 18 |
| 2.0 TDI 150 SE | E22215 | 148 | 108 | 21 |
| 2.0 TDI 150 SE Technik | E22965 | 148 | 108 | 23 |
| 2.0 TDI 150 Sport | E23615 | 148 | 108 | 21 |
| 2.0 TDI 150 S line | E25765 | 148 | 109 | 21 |
| A3 4dr saloon All the A3's standard attributes in a saloon body. S3 great looking | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 1.4 TFSI 150 ACT Sport | E23335 | 148 | 110 | 23 |
| 1.6 TDI 110 S line | E25585 | 108 | 106 | 18 |
| 1.8 TFSI 180 quattro S line | E30225 | 178 | 153 | 28 |
| 1.8 TFSI 180 quattro Sport | E28000 | 178 | 149 | 25 |
| 1.8 TFSI 180 Sport | E25075 | 178 | 135 | 23 |
| 2.0 300 quattro S3 | E33580 | 296 | 164 | 36 |
| 2.0 TDI 150 Sport | E24785 | 148 | 107 | 23 |
| 1.4 TFSI 150 ACT S line | E25485 | 148 | 112 | 24 |
| 1.8 TFSI 180 S line | E27225 | 178 | 135 | 24 |
| 1.6 TDI 110 Sport | E23435 | 108 | 104 | 17 |
| 2.0 TDI 150 S line | E26935 | 148 | 108 | 24 |
| 2.0 TDI 184 Sport | E26055 | 181 | 112 | 27 |
| 2.0 TDI 184 S line | E28205 | 181 | 114 | 28 |
| 2.0 TDI 184 quattro Sport | E28965 | 181 | 127 | 26 |
| 2.0 TDI 184 quattro S line | E31115 | 181 | 129 | 26 |
| A3 5dr sportback Classy interior, stable handling and good engines. Second only to the Golf | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 1.4 TFSI 125 S line | E24085 | 123 | 124 | 20 |
| 1.4 TFSI 125 Sport | E21935 | 123 | 122 | 19 |
| 1.8 TFSI 180 quattro S line | E29675 | 178 | 153 | 28 |
| 1.8 TFSI 180 S line | E26675 | 178 | 135 | 27 |
| 1.8 TFSI 180 Sport | E24525 | 178 | 135 | 26 |
| 2.0 TDI 150 SE | E26385 | 148 | 109 | 21 |
| 2.0 TDI 150 S line | E22835 | 148 | 108 | 21 |
| 2.0 TDI 150 Sport | E24235 | 148 | 108 | 21 |
| 2.0 TDI 184 quattro S line | E30565 | 175 | 129 | 26 |
| 2.0 TFSI 300 quattro S3 | E31600 | 296 | 162 | 36 |
| 1.2 TFSI 110 SE | E19235 | 108 | 117 | 17 |
| 1.2 TFSI 110 Sport | E20635 | 108 | 117 | 17 |
| 1.2 TFSI 110 S line | E22745 | 108 | 114 | 18 |
| 1.4 TFSI 125 SE | E20535 | 123 | 122 | 18 |
| 1.4 TFSI 150 SE ACT | E21385 | 148 | 112 | 23 |
| 1.4 TFSI 150 Sport ACT | E22785 | 148 | 112 | 23 |
| 1.4 TFSI 150 S line ACT | E24935 | 148 | 114 | 24 |
| 1.4 TFSI 150 e-tron | E35340 | 201 | 37 | 29 |
| 1.8 TFSI 180 quattro Sport | E27450 | 178 | 149 | 27 |
| 1.6 TDI 110 ultra SE | E21485 | 108 | 89 | 17 |
| 1.6 TDI 110 ultra SE Technik | E22235 | 108 | 89 | 17 |
| 1.6 TDI 110 Sport | E22885 | 108 | 105 | 17 |
| 1.6 TDI 110 S line | E25035 | 108 | 107 | 18 |
| 2.0 TDI 150 SE Technik | E23585 | 148 | 103 | 23 |
| 2.0 TDI 184 Sport | E25505 | 175 | 127 | 27 |
| 2.0 TDI 184 quattro Sport | E28415 | 175 | 127 | 26 |
| 2.0 TDI 184 S line | E27655 | 175 | 114 | 28 |
| A3 CABRIOLET 2dr open A measured success, but the usual sacrifices make it fun free | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 1.4 TFSI 150 S line | E29675 | 148 | 118 | 26 |
| 1.4 TFSI 150 SE | E26125 | 148 | 116 | 24 |
| 1.4 TFSI 150 Sport | E27525 | 148 | 116 | 25 |
| 1.8 TFSI 180 S line Au | E32895 | 178 | 133 | 29 |
| 1.8 TFSI 180 Sport Au | E30745 | 178 | 133 | 29 |
| 2.0 TDI 150 S line | E31125 | 148 | 115 | 27 |
| 2.0 TDI 150 SE | E27575 | 148 | 113 | 24 |
| 2.0 TDI 150 Sport | E28975 | 148 | 113 | 25 |
| 1.8 TFSI 180 Sport | E29265 | 178 | 140 | 29 |
| 1.8 TFSI 180 quattro Sport | E32225 | 178 | 154 | 29 |
| 1.8 TFSI 180 S line | E34145 | 178 | 140 | 31 |
| 1.8 TFSI 180 quattro S line | E34415 | 178 | 157 | 32 |
| 2.0 TFSI 300 quattro S3 | E39245 | 296 | 165 | 42 |
| 1.6 TDI 110 SE | E26225 | 108 | 110 | 17 |
| 1.6 TDI 110 Sport | E27625 | 108 | 110 | 18 |
| 1.6 TDI 110 S line | E29775 | 108 | 112 | 20 |
| 2.0 TDI 184 Sport | E30245 | 181 | 117 | 30 |
| 2.0 TDI 184 S line | E32395 | 181 | 119 | 31 |
| 2.0 TDI 184 quattro S line | E35435 | 181 | 134 | 31 |
| 2.0 TDI 184 quattro Sport | E33285 | 181 | 132 | 30 |
| A4 4dr saloon Highly competent and quality laden; leaves the dynamic finesse to its rivals | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 3.0 TDI 150 Black Edition | E31005 | 148 | 119 | 24 |
| 2.0 TDI 150 S line | E30320 | 148 | 119 | 23 |
| 2.0 TDI 150 SE | E28855 | 148 | 127 | 23 |
| 2.0 TDI 150 SE Technik | E30275 | 148 | 127 | 23 |
| 2.0 TFSI 177 SE Technik | E29620 | 175 | 120 | 27 |
| 2.0 TFSI 225 quattro Black Edi | E35275 | 222 | 155 | 33 |
| 2.0 TFSI 225 quattro S line | E34500 | 222 | 155 | 33 |
| 2.0 TFSI 225 quattro SE | E31645 | 222 | 155 | 32 |
| 2.0 TFSI 225 quattro SE Techni | E32945 | 222 | 155 | 33 |
| 1.8 TFSI 120 SE | E24385 | 118 | 151 | 19 |
| 1.8 TFSI 120 SE Technik | E25685 | 118 | 151 | 19 |
| 1.8 TFSI 120 S line | E27240 | 118 | 151 | 20 |
| 1.8 TFSI 120 Black Edition | E28015 | 118 | 151 | 20 |
| 1.8 TFSI 170 SE | E26000 | 168 | 134 | 25 |
| 1.8 TFSI 170 SE Technik | E27420 | 168 | 134 | 24 |
| 1.8 TFSI 170 S line | E28855 | 168 | 134 | 26 |
| 1.8 TFSI 170 Black Edition | E29630 | 168 | 134 | 26 |
| 3.0 V6 333 S4 | E39610 | 328 | 178 | 36 |
| 3.0 V6 333 S4 Black Edition | E40685 | 328 | 178 | 36 |
| 2.0 TDi 136 SE Technik | E28600 | 134 | 112 | 23 |
| 2.0 TDi 136 SE | E27600 | 134 | 112 | 23 |
| 2.0 TDI 163 Ultra SE | E28320 | 161 | 109 | 27 |
| 2.0 TDI 163 Ultra SE Technik | E29740 | 161 | 109 | 27 |
| 2.0 TDI 177 S line | E31175 | 175 | 120 | 27 |
| 2.0 TDI 177 Black Edition | E31950 | 175 | 128 | 27 |
| 2.0 TDI 177 SE Technik | E29880 | 175 | 134 | 27 |
| 2.0 TDI 177 S line | E31180 | 175 | 134 | 27 |
| 2.0 TDI 177 SE Technik | E27375 | 175 | 137 | 27 |
| 2.0 TDI 177 177 Black Edi | E33510 | 175 | 134 | 28 |
| 3.0 TDI 180 245 SE | E35360 | 237 | 149 | 33 |
| 3.0 TDI 180 245 S line | E38821 | 237 | 149 | 33 |
| 3.0 TDI 180 245 Black Edi | E38990 | 237 | 149 | 34 |
| A4 AVANT 5dr estate Highly competent and quality laden; leaves dynamic finesse to others | ★★★★☆ | ★★★★☆ | ★★★★☆ | ★★★★☆ |
| 1.8 TFSI 170 SE Technik | E28735 | 158 | 141 | 24 |
| 2.0 TDI 150 Black Edition | E23205 | 148 | 124 | 24 |
| | | | | |

AUTOCAR TOP FIVES

Hot hatches



1 Renault Mégane 275 Trophy From £27,000
Turning the Mégane into a 271bhp world-beater might just be Renaultsport's crowning achievement. Stellar car. ★★★★★



2 Honda Civic Type R From £30,000
Just about as powerful as front-drive can meaningfully get. Not as adjustable as the Trophy but savagely capable. ★★★★★



3 Ford Focus ST From £22,000
If you're looking for a better-value hot hatch, the latest ST is still the benchmark. Agile, supple and practical. ★★★★★




4 Seat Leon Cupra 280 From £27,000
Quickest Leon yet easily knocks the Golf GTI into touch. More power and sparklier diff response are the keys. ★★★★★



5 Volkswagen Golf GTI From £27,000
Overshadowed by the better Leon (and the much faster Golf R), but the GTI is still a touchstone. Quality in spades. ★★★★★

| Make and Model | Price | Bhp | CO ₂ g/km | Insurance group |
|--|----------------|------------|----------------------|-----------------|
| 2.0 TFSI 225 SE | £35575 | 222 | 144 | 35 |
| 3.0 TDI 204 S line Special Ed | £42680 | 201 | 138 | 34 |
| 3.0 TDI 245 quattro S line Spe | £46110 | 242 | 173 | 40 |
| 1.8 TFSI 170 SE | £32320 | 168 | 143 | 28 |
| 2.0 TFSI 333 S5 | £47035 | 328 | 189 | 42 |
| 4.2 V8 RS5 | £69555 | 444 | 249 | 47 |
| 2.0 TDI 177 SE | £34575 | 175 | 127 | 29 |
| 2.0 TDI 177 S line | £37825 | 175 | 127 | 30 |
| 3.0 TDI 204 S line | £41555 | 201 | 138 | 33 |
| 3.0 TDI 245 quattro S line | £45220 | 242 | 167 | 39 |
| A6 4dr saloon The best sprung Audi saloon, and one of the most appealing full stop | | | | |
| 3.0 BITDI 320 quattro Black Ed | £51165 | 316 | 164 | 44 |
| 3.0 BITDI 320 quattro S line | £48990 | 316 | 159 | 43 |
| 3.0 TDI 218 Black Edition | £43135 | 215 | 127 | 35 |
| 3.0 TDI 218 quattro Black Edn | £44895 | 215 | 138 | 40 |
| 3.0 TDI 218 quattro S line | £42720 | 215 | 133 | 39 |
| 3.0 TDI 218 SE | £40195 | 215 | 133 | 39 |
| 3.0 TDI 272 quattro Black Edn | £46455 | 268 | 138 | 42 |
| 4.0 TFSI 450 S6 | £56545 | 429 | 214 | 42 |
| 2.0 TDI 190 Ultra SE | £32295 | 187 | 113 | 32 |
| 2.0 TDI 190 Ultra S line | £34820 | 187 | 113 | 33 |
| 2.0 TDI 190 Ultra Black Edtn | £36995 | 187 | 119 | 33 |
| 3.0 TDI 218 SE | £38435 | 215 | 122 | 34 |
| 3.0 TDI 218 S line | £40960 | 215 | 122 | 35 |
| 3.0 TDI 272 quattro SE | £41755 | 268 | 133 | 41 |
| 3.0 TDI 272 quattro S line | £44280 | 268 | 133 | 42 |
| 3.0 BITDI 320 quattro SE | £46465 | 316 | 159 | 43 |
| A6 AVANT 5dr estate A capable sports buster, BITDI a giant kill | | | | |
| 3.0 BITDI 320 quattro Black Ed | £53330 | 316 | 169 | 44 |
| 3.0 BITDI 320 quattro S line | £51040 | 316 | 164 | 43 |
| 3.0 TDI 218 Black Edition | £45185 | 215 | 130 | 35 |
| 3.0 TDI 218 quattro Black Edn | £46960 | 215 | 144 | 40 |
| 3.0 TDI 218 quattro S line | £44770 | 215 | 138 | 39 |
| 3.0 TDI 218 SE | £42245 | 215 | 138 | 39 |
| 3.0 TDI 272 quattro Black Edn | £48520 | 268 | 144 | 42 |
| 4.0 TFSI 500 RS6 | £78790 | 525 | 223 | 50 |
| 4.0 TFSI 450 S6 | £58545 | 429 | 219 | 47 |
| 2.0 TDI 190 Ultra SE | £34345 | 187 | 118 | 32 |
| 2.0 TDI 190 Ultra S line | £36870 | 187 | 119 | 33 |
| 2.0 TDI 190 Ultra Black Edtn | £39045 | 187 | 123 | 33 |
| 3.0 TDI 218 SE | £40485 | 215 | 125 | 34 |
| 3.0 TDI 218 S line | £43010 | 215 | 125 | 34 |
| 3.0 TDI 272 quattro SE | £43805 | 268 | 138 | 41 |
| 3.0 TDI 272 quattro S line | £46330 | 268 | 138 | 42 |
| 3.0 BITDI 320 quattro SE | £48515 | 316 | 164 | 43 |
| A6 ALLROAD 5dr estate Rugged 4x4 A6. Even more pricey | | | | |
| 3.0 TDI 218 quattro | £45755 | 215 | 149 | 39 |
| 3.0 TDI 218 quattro Sport | £49455 | 215 | 149 | 39 |
| 3.0 TDI 272 quattro | £47315 | 268 | 149 | 42 |
| 3.0 TDI 272 quattro Sport | £51015 | 268 | 149 | 42 |
| 3.0 BITDI 320 quattro | £52125 | 316 | 172 | 44 |
| 3.0 BITDI 320 quattro Sport | £58255 | 316 | 172 | 44 |
| A7 SPORTBACK 5dr hatch A good mix of luxury, practicality and driver reward | | | | |
| 2.0 TFSI 333 quattro S line | £53045 | 328 | 182 | 44 |
| 2.0 TFSI 333 quattro Black Ed | £53595 | 328 | 182 | 44 |
| 3.0 TDI 218 Ultra SE Exec | £45915 | 215 | 124 | 37 |
| 3.0 TDI 218 Ultra S line | £48705 | 215 | 128 | 38 |
| 3.0 TDI 218 quattro SE Executi | £47670 | 215 | 138 | 41 |
| 3.0 TDI 218 quattro S line | £50480 | 215 | 142 | 41 |
| 3.0 TDI 218 quattro Black Ed | £52830 | 215 | 142 | 42 |
| 3.0 TDI 272 quattro SE Executi | £50255 | 268 | 138 | 43 |
| 3.0 TDI 272 quattro S line | £53060 | 268 | 142 | 43 |
| 3.0 TDI 272 quattro Black Ed | £55410 | 268 | 142 | 44 |
| 3.0 BITDI 320 quattro S line | £56730 | 316 | 167 | 45 |
| 3.0 BITDI 320 quattro Black Ed | £59080 | 316 | 167 | 45 |
| A8 4dr saloon Stylish, comfortable and solid. A convincing exec saloon | | | | |
| 3.0 TDI 258 quattro SE Exec | £62185 | 247 | 155 | 46 |
| 2.0 TFSI 245 Hybrid | £64280 | 208 | 144 | 42 |
| 2.0 TFSI 245 Hybrid L | £68285 | 208 | 148 | 43 |
| 3.0 TFSI 310 quattro SE Exec | £64290 | 309 | 183 | 46 |
| 3.0 TFSI 310 quattro Sport Exe | £67890 | 308 | 183 | 46 |
| 4.0 TFSI 435 quattro SE Exec L | £76160 | 429 | 216 | 49 |
| 4.0 TFSI 435 quattro Sport Exe | £79760 | 429 | 216 | 49 |
| 4.0 TFSI 520 S8 | £80735 | 513 | 216 | 49 |
| 6.3 W12 500 quattro L | £97920 | 493 | 254 | 50 |
| 3.0 TDI 258 quattro SE | £59580 | 254 | 155 | 46 |
| 3.0 TDI 258 quattro SE L | £63545 | 254 | 158 | 46 |
| 3.0 TDI 258 quattro SE Exec L | £66150 | 247 | 158 | 46 |
| 3.0 TDI 258 quattro Sport Exec | £65785 | 254 | 155 | 46 |
| 3.0 TDI 258 quattro Sport Ex L | £69750 | 254 | 158 | 47 |
| 4.2 TDI 385 quattro SE Exec | £72835 | 380 | 189 | 50 |
| 4.2 TDI 385 quattro SE Ex L | £76800 | 380 | 190 | 50 |
| 4.2 TDI 385 quattro Sport Exec | £76390 | 380 | 194 | 50 |
| 4.2 TDI 385 quattro Sport Ex L | £80355 | 380 | 197 | 50 |
| Q3 5dr 4x4 Typically refined and competent, but feels more A3 than SUV | | | | |
| 1.4 TFSI 150 SE | £25380 | 138 | 128 | 19 |
| 1.4 TFSI 150 S line | £28060 | 138 | 131 | 20 |
| 2.0 TFSI 180 quattro SE | £29640 | 176 | 152 | 27 |
| 2.0 TFSI 180 quattro S line | £32190 | 176 | 155 | 27 |
| 2.0 TFSI 180 quattro S II Plus | £34540 | 176 | 161 | 28 |
| 2.5 TFSI 340 quattro RS | £45540 | 335 | 203 | 37 |
| 2.0 TDI 150 SE | £26920 | 148 | 119 | 20 |
| 2.0 TDI 150 quattro SE | £28480 | 148 | 131 | 20 |
| 2.0 TDI 150 S line | £29470 | 148 | 122 | 21 |
| 2.0 TDI 150 quattro S line | £31030 | 148 | 134 | 21 |
| 2.0 TDI 150 quattro S II Plus | £33380 | 148 | 140 | 21 |
| 2.0 TDI 184 quattro SE | £29280 | 181 | 139 | 24 |
| 2.0 TDI 184 quattro S line | £31845 | 181 | 143 | 24 |
| 2.0 TDI 184 quattro S II Plus | £34195 | 181 | 148 | 25 |
| Q5 5dr 4x4 Exceptionally good handling for an SUV, but very compromised ride | | | | |
| 2.0 TFSI 180 quattro S line PI | £36270 | 178 | 174 | 29 |
| 2.0 TFSI 180 quattro SE | £31370 | 178 | 174 | 28 |
| 2.0 TFSI 180 quattro S line | £33770 | 178 | 174 | 29 |
| 2.0 TFSI 225 quattro SE | £32845 | 222 | 173 | 29 |
| 2.0 TFSI 225 quattro S line | £35300 | 222 | 179 | 29 |
| 2.0 TFSI 225 q'tro S line Plus | £38700 | 222 | 181 | 30 |
| 2.0 TDI 150 quattro SE | £31720 | 148 | 147 | 21 |
| 2.0 TDI 150 quattro S line | £34120 | 148 | 150 | 21 |
| 2.0 TDI 150 quattro S line Plus | £36555 | 148 | 152 | 22 |
| 2.0 TDI 177 quattro SE | £32610 | 175 | 154 | 24 |
| 2.0 TDI 177 quattro S line | £35010 | 175 | 154 | 25 |
| 2.0 TDI 177 q'tro S line Plus | £37510 | 175 | 154 | 25 |
| 3.0 TDI 245 quattro SE | £38370 | 241 | 169 | 33 |
| 3.0 TDI 245 quattro S line | £40770 | 241 | 169 | 34 |
| 3.0 TDI 245 q'tro S line Plus | £43270 | 241 | 169 | 34 |
| 3.0 TDI 313 S05 | £44785 | 309 | 174 | 41 |
| Q7 5dr 4x4 Seven-seat SUV feels its bulk. A BMW X5 or Land Rover is better | | | | |
| 3.0 TDI 204 S line Plus | £51155 | 201 | 189 | 37 |
| 3.0 TDI 245 S line Plus | £52585 | 237 | 195 | 41 |
| 3.0 TDI 245 S line Sport Editi | £55585 | 237 | 195 | 41 |
| 3.0 TDI 245 S line Style Editi | £54085 | 237 | 195 | 41 |
| 4.2 TDI 340 S line Plus | £62220 | 335 | 242 | 46 |
| 4.2 TDI 340 S line Sport Editi | £65220 | 335 | 242 | 47 |
| 4.2 TDI 340 S line Style Editi | £63720 | 335 | 242 | 47 |
| 3.0 TDI 204 SE | £43895 | 201 | 189 | 35 |
| 3.0 TDI 204 S line | £46655 | 237 | 189 | 36 |
| 3.0 TDI 245 S line | £48085 | 237 | 195 | 40 |
| 4.2 TDI 340 S line | £57720 | 335 | 242 | 45 |
| TT 2dr coupé TT finds its mojo at last. Drive experience now an equal to the obvious prestige | | | | |
| 2.0 TFSI Sport | £29915 | 228 | 141 | 35 |
| 2.0 TFSI Sport quattro | £32860 | 228 | 153 | 37 |
| 2.0 TFSI S line | £32465 | 228 | 141 | 35 |
| 2.0 TFSI S line quattro | £35410 | 228 | 153 | 38 |
| 2.0 TFSI 310 quattro TTS | £38945 | 306 | 168 | 45 |
| 2.0 TDI Ultra Sport | £29810 | 181 | 116 | 34 |
| 2.0 TDI Ultra S line | £32360 | 181 | 116 | 35 |
| TT ROADSTER 2dr open Takes the edge off the TT's fine looks - but still hugely competent | | | | |
| 2.0 TDI ultra 184 S line | £34545 | 181 | 114 | 36 |
| 2.0 TDI ultra 184 Sport | £31995 | 181 | 114 | 35 |
| 2.0 TFSI 230 quattro S line | £37595 | 228 | 158 | 39 |
| 2.0 TFSI 230 quattro Sport | £35045 | 228 | 158 | 38 |
| 2.0 TFSI 230 S line | £34650 | 228 | 144 | 38 |
| 2.0 TFSI 230 Sport | £32100 | 228 | 144 | 37 |
| 2.0 TFSI 310 TTS | £41130 | 306 | 173 | 43 |
| R8 2dr coupé Usable, but not less involving and dramatic for it. V10 is brutal | | | | |
| 4.2 FSI 430 V8 | £93785 | 424 | 332 | 50 |
| 5.2 FSI 525 V10 | £114885 | 518 | 346 | 50 |
| 5.2 FSI 550 V10 Plus | £126885 | 543 | 346 | 50 |
| R8 SPYDER 2dr open Great noise, and loses little of the coupe's poise | | | | |
| 4.2 FSI 430 V8 | £102435 | 424 | 337 | 50 |
| 5.2 FSI 525 V10 | £123535 | 518 | 349 | 50 |
| BAC | | | | |
| MONO 2dr open An F-22 Raptor for the road. Only better built | | | | |
| Mono 2.3 | £111168 | 280 | - | - |
| BENTLEY | | | | |
| CONTINENTAL GT 2dr coupé A brilliant Audi V8-inspired reboot | | | | |
| 6.0 W12 GT Speed | £151100 | 616 | 338 | 50 |
| 4.0 V8 | £123850 | 500 | 246 | 50 |
| 4.0 V8 S | £139000 | 521 | 246 | 50 |
| 6.0 W12 | £136710 | 567 | 385 | 50 |
| CONTINENTAL GT CONVERTIBLE 2dr open A brilliant Audi V8-inspired reboot | | | | |
| 4.0 V8 | £136250 | 500 | 254 | 50 |
| 4.0 V8 S | £152900 | 521 | 254 | 50 |
| 6.0 W12 Speed | £167900 | 616 | 347 | 50 |
| MULSANNE 4dr saloon Effortless and graceful. Great driving position | | | | |
| 6.75 V8 | £224700 | 506 | 393 | - |
| FLYING SPUR 4dr saloon Superb inside. As it should be | | | | |
| 4.0 V8 | £136000 | 500 | 254 | 50 |
| 6.0 W12 | £140900 | 616 | 343 | 50 |
| 6.0 W12 Mulliner | £150220 | 616 | 343 | 50 |
| BMW | | | | |
| 1 SERIES 3dr hatch Measures up on space and comfort now. Still no 3 Series | | | | |
| 118i SE | £20245 | 134 | 125 | 18 |
| 118i Sport | £21245 | 134 | 129 | 18 |
| 118i M Sport | £23075 | 168 | 133 | 19 |
| 120i Sport | £23295 | 134 | 136 | 21 |
| 120i M Sport | £24995 | 134 | 139 | 22 |
| 125i M Sport | £26375 | 215 | 157 | 28 |
| M135i | £31200 | 215 | 188 | 37 |
| 116d SE | £21180 | 114 | 94 | 15 |
| 116d ED Plus | £22030 | 114 | 89 | 15 |
| 116d Sport | £22180 | 114 | 103 | 15 |
| 116d M Sport | £23880 | 114 | 106 | 16 |
| 118d SE | £22325 | 148 | 104 | 19 |
| 118d Sport | £23325 | 148 | 109 | 19 |
| 118d M Sport | £25025 | 148 | 114 | 20 |
| 120d Sport | £24775 | 187 | 114 | 24 |
| 120d M Sport | £26475 | 187 | 118 | 25 |
| 125d M Sport | £29800 | 221 | 121 | 30 |
| 1 SERIES 5dr hatch Measures up on space and comfort now. Still no 3 Series | | | | |
| 118i SE | £20775 | 168 | 125 | 18 |
| 118i Sport | £21775 | 168 | 129 | 18 |
| 118i M Sport | £23605 | 168 | 133 | 19 |
| 120i Sport | £23825 | 134 | 136 | 21 |
| 120i M Sport | £25525 | 134 | 139 | 22 |
| M135i | £26905 | 215 | 157 | 28 |
| 116d SE | £21710 | 114 | 94 | 15</ |



TOP DOWN. ADDS UP.

BMW 218i SPORT CONVERTIBLE. MONTHLY RENTALS FROM £369 (PLUS INITIAL RENTAL*).

A car that scintillates your senses with the top down or up, that's the new BMW 2 Series Convertible. Plus, with the dynamic power and remarkable efficiency of its BMW TwinPower Turbo engine, 17" alloy wheels and a multifunction sport steering wheel as standard, our latest offer adds up too.

BMW (UK) Ltd is a credit broker. Official fuel economy figures for the BMW 218i Sport Convertible: Urban 38.7 mpg (7.3l/100km). Extra Urban 56.5 mpg (5.0l/100km). Combined 47.9 mpg (5.9l/100km). Hire agreement for a BMW 218i Sport Convertible, with a contract mileage of 30,000 miles and excess mileage charge of 6.95p per mile. Applies to new vehicles ordered at participating retailers between 1st April 2018 and 31st March 2019. Excludes VAT. Excludes delivery, licence, insurance, tax, maintenance, breakdown cover, optional extras and any other charges that may be payable. Hire available subject to status to UK residents aged 18 or over. Guarantees and indemnities may be required. Terms and conditions apply. Offer may be varied, withdrawn or ended without notice.

A bright yellow Porsche Cayman is shown from a front-three-quarter view, driving on a paved road. The car's license plate reads 'RK13 XJC'. The background is slightly blurred, suggesting motion.

A red Toyota GT86 driving on a road. The car is shown from a front-three-quarter view, moving towards the left. The license plate reads 'CY14 EDS'. The background is a blurred green landscape, suggesting motion.

A blue BMW 1 Series car is shown from a front-three-quarter view, driving on a road. The car is kicking up a cloud of dust or dirt from the rear wheel, suggesting it is taking a turn or accelerating. The license plate reads 'YB63 ZYU'. The background is a blurred landscape with trees and a clear sky.

[illegible]

Combined 48.7 mpg (5.8 l/100 km). CO₂ emissions 136 g/km. Figures may vary depending on driving style and conditions. *Initial rental £4,399. Price shown is for a 36 month Personal Contract and 30 September 2015 and registered by 31 December 2015 (subject to availability). Retail customers only. At the end of your agreement you must return the vehicle. Excess mileage, vehicle condition and other at any time. Hire provided by BMW Financial Services (GB) Limited, Bartley Way, Hook, Hampshire RG27 9UF.



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Vac**

| Make and Model | Price | Bhp | CO ₂ g/km | Insurance group |
|--|---------------|------------|----------------------|-----------------|
| KUGA 5dr 4x4 Bigger Kuga has taken a stylistic step backwards, but the strengths remain ★★★★★ | | | | |
| 2.0 TDCi 180 Titanium X Sport | £32045 | 177 | 135 | 22 |
| 1.5T 150 EcoBoost Zetec ZWD | £21000 | 148 | 143 | 20 |
| 1.5T 150 EcoBoost Titanium X | £22645 | 148 | 143 | 20 |
| 1.5T 150 Titanium X Sport | £28345 | 148 | 143 | 20 |
| 1.5T 182 EcoBoost Zetec AWD | £25160 | 180 | 171 | 21 |
| 1.5T 182 EcoBoost Titanium AWD | £26795 | 180 | 171 | 21 |
| 1.5T 182 EcoBoost Titanium X AWD | £29545 | 180 | 171 | 21 |
| 1.5T 182 Ebst Titanium X Sport | £32495 | 180 | 171 | 21 |
| 2.0 TDCi 150 Zetec ZWD | £22695 | 148 | 122 | 20 |
| 2.0 TDCi 150 Titanium ZWD | £24345 | 148 | 122 | 20 |
| 2.0 TDCi 150 Titanium X ZWD | £27095 | 148 | 122 | 20 |
| 2.0 TDCi 150 Titanium X Sport | £30045 | 148 | 122 | 20 |
| 2.0 TDCi 150 Zetec AWD | £24195 | 148 | 122 | 20 |
| 2.0 TDCi 180 Titanium AWD | £26345 | 177 | 135 | 22 |
| 2.0 TDCi 180 Titanium X AWD | £29095 | 177 | 135 | 22 |
| C-MAX 5dr mpv As fun to drive as it is easy to live with ★★★★★ | | | | |
| 1.0T 100 EcoBoost Zetec S-S | £18695 | 99 | 117 | 10 |
| 1.0T 125 EcoBoost Zetec S-S | £19195 | 123 | 117 | 10 |
| 1.0T 100 EcoBoost Titanium S-S | £20195 | 99 | 117 | 10 |
| 1.0T 125 EcoBoost Titanium S-S | £20695 | 123 | 117 | 10 |
| 1.0T 125 EcoBoost Titanium X SS | £22695 | 123 | 117 | 10 |
| 1.6 105 Zetec | £17655 | 103 | 149 | 11 |
| 1.6T 150 EcoBoost Titanium S-S | £20855 | 148 | 144 | 19 |
| 1.6T 182 EcoBoost Titanium X ZWD | £23605 | 180 | 144 | 22 |
| 1.6 TDCi 115 Zetec | £19150 | 114 | 117 | 16 |
| 1.6 TDCi 115 Titanium | £20650 | 114 | 117 | 16 |
| 1.6 TDCi 115 Titanium X | £22650 | 114 | 117 | 16 |
| 2.0 TDCi 140 Titanium | £21725 | 138 | 129 | 20 |
| 2.0 TDCi 163 Titanium X | £24225 | 161 | 129 | 22 |
| GRAND C-MAX 5dr mpv Fun and practical small seven seater ★★★★★ | | | | |
| 1.0T 100 EcoBoost Zetec S-S | £20295 | 99 | 119 | 10 |
| 1.0T 125 EcoBoost Zetec S-S | £20795 | 123 | 119 | 10 |
| 1.0T 100 EcoBoost Titanium S-S | £21795 | 99 | 119 | 10 |
| 1.0T 125 EcoBoost Titanium S-S | £22295 | 123 | 119 | 10 |
| 1.0T 125 EcoBoost Titanium X SS | £24295 | 99 | 119 | 10 |
| 1.6T 150 EcoBoost Titanium S-S | £22250 | 148 | 149 | 19 |
| 1.6T 182 EcoBoost Titanium X SS | £24950 | 180 | 149 | 22 |
| 1.6 TDCi 115 Zetec | £20745 | 114 | 124 | 16 |
| 1.6 TDCi 115 Titanium | £22045 | 114 | 124 | 16 |
| 1.6 TDCi 115 Titanium X | £24045 | 114 | 124 | 16 |
| 2.0 TDCi 140 Titanium | £23250 | 138 | 124 | 20 |
| 2.0 TDCi 163 Titanium | £26150 | 161 | 134 | 22 |
| S-MAX 5dr mpv Proof that MPV's need not be boring or ungainly. Still the benchmark ★★★★★ | | | | |
| 1.6T 160 EcoBoost Zetec S-S | £23310 | 158 | 159 | 18 |
| 1.6 160 Eco Titanium S-S | £25060 | 158 | 159 | 19 |
| 2.0 203 EcoBoost Titanium auto | £26735 | 200 | 189 | 22 |
| 2.0 240 Tlt. X Sp. Au | £31485 | 237 | 194 | 27 |
| 1.6 TDCi 115 Zetec S-S | £24110 | 114 | 139 | 17 |
| 1.6 TDCi 115 Eco Titanium S-S | £25860 | 114 | 139 | 17 |
| 2.0 TDCi 140 Zetec | £24295 | 138 | 139 | 17 |
| 2.0 TDCi 140 Titanium | £26045 | 138 | 139 | 18 |
| 2.0 TDCi 163 Titanium | £26645 | 161 | 139 | 19 |
| 2.0 TDCi 163 Tlt. X Sp. | £30395 | 161 | 139 | 21 |
| 2.2 TDCi 200 Titanium | £27870 | 197 | 174 | 26 |
| 2.2 TDCi 200 Tlt. X Sp. | £31620 | 197 | 174 | 26 |
| GALAXY 5dr mpv Huge seven-seat MPV. Easy to place on the road. Not cheap ★★★★★ | | | | |
| 2.2 TDCi 200 Titanium X | £32875 | 197 | 179 | 27 |
| 1.6 160 EcoBoost Zetec S-S | £25670 | 158 | 167 | 18 |
| 1.6 160 Eco Titanium S-S | £25750 | 158 | 167 | 18 |
| 1.6 160 Eco Titanium S-S | £30070 | 158 | 167 | 18 |
| 2.0 203 EcoBoost Titanium auto | £29235 | 200 | 189 | 22 |
| 2.0 203 EcoBoost Titan X auto | £31730 | 200 | 189 | 25 |
| 1.6 TDCi 115 Zetec S-S | £24640 | 114 | 139 | 16 |
| 1.6 TDCi 115 Eco Titanium S-S | £28360 | 114 | 139 | 17 |
| 1.6 TDCi 115 Eco Tlt. X-S | £30860 | 114 | 139 | 18 |
| 2.0 TDCi 140 Zetec | £26645 | 138 | 139 | 20 |
| 2.0 TDCi 140 Titanium | £28545 | 138 | 139 | 20 |
| 2.0 TDCi 140 Titanium X | £31045 | 138 | 139 | 21 |
| 2.0 TDCi 163 Titanium | £29145 | 161 | 139 | 22 |
| 2.0 TDCi 163 Titanium X | £31645 | 161 | 139 | 23 |
| 2.2 TDCi 200 Titanium | £30755 | 197 | 179 | 26 |
| GINETTA | | | | |
| G40 2dr coupé Road-legal race car with stripped-out charm to spare ★★★★★ | | | | |
| R | £29950 | 175 | 181 | - |
| HONDA | | | | |
| JAZZ 5dr hatch Great packaging makes this a versatile, if not thrilling supermini ★★★★★ | | | | |
| 1.2 i-VTEC SE | £13395 | 99 | 123 | 14 |
| 1.2 i-VTEC SE-T | £14390 | 99 | 123 | 14 |
| 1.4 i-VTEC ES Plus | £14895 | 99 | 129 | 19 |
| 1.4 i-VTEC ES Plus-T | £15890 | 99 | 129 | 19 |
| 1.4 i-VTEC Si-T | £15990 | 99 | 129 | 16 |
| 1.2 i-VTEC S | £11695 | 99 | 123 | 13 |
| 1.2 i-VTEC S A-C | £12545 | 99 | 123 | 13 |
| 1.2 i-VTEC S-T | £12690 | 99 | 123 | 13 |
| 1.2 i-VTEC S-T A-C | £13540 | 99 | 123 | 13 |
| 1.3 iMA Hybrid HE | £17150 | 97 | 104 | 16 |
| 1.3 iMA Hybrid HE-T | £18145 | 97 | 104 | 16 |
| 1.3 iMA Hybrid HS | £17650 | 97 | 104 | 16 |
| 1.3 iMA Hybrid HS-T | £18645 | 97 | 104 | 16 |
| 1.3 iMA Hybrid HX | £19250 | 97 | 104 | 16 |
| 1.3 iMA Hybrid HX-T | £20245 | 97 | 104 | 16 |
| 1.4 i-VTEC EX | £15995 | 99 | 129 | 16 |
| 1.4 i-VTEC EXL | £17195 | 99 | 129 | 16 |
| 1.4 i-VTEC EX-T | £16990 | 99 | 129 | 16 |
| 1.4 i-VTEC EXL-T | £18190 | 99 | 129 | 16 |
| 1.4 i-VTEC Si | £14995 | 99 | 129 | 16 |
| CIVIC 5dr hatch A real contender, but the lack of rear legroom is a hindrance ★★★★★ | | | | |
| 1.4 i-VTEC S | £15975 | 99 | 129 | 5 |
| 1.4 i-VTEC S-Nav | £16815 | 99 | 129 | 5 |
| 1.6 i-VTEC EX Plus | £25140 | 118 | 98 | 16 |
| 1.6 i-VTEC S | £18755 | 118 | 94 | 15 |
| 1.6 i-VTEC SE Plus | £20570 | 118 | 94 | 15 |
| 1.6 i-VTEC SE Plus-Nav | £21180 | 118 | 94 | 15 |
| 1.6 i-VTEC S-Nav | £19365 | 118 | 94 | 15 |
| 1.6 i-VTEC SR | £23140 | 118 | 94 | 16 |
| 1.8 i-VTEC EX Plus | £23935 | 99 | 145 | 15 |
| 1.8 i-VTEC S | £17635 | 140 | 137 | 13 |
| 1.8 i-VTEC SE Plus | £19565 | 99 | 145 | 14 |
| 1.8 i-VTEC SE Plus-Nav | £20175 | 99 | 145 | 14 |
| 1.8 i-VTEC S-Nav | £18245 | 140 | 137 | 14 |
| 1.8 i-VTEC SR | £22135 | 99 | 145 | 14 |
| 1.8 i-VTEC Sport | £19615 | 99 | 145 | 14 |
| 1.8 i-VTEC Sport-Nav | £20225 | 99 | 145 | 14 |
| 1.6 i-VTEC Sport | £20820 | 118 | 98 | 15 |
| 1.6 i-VTEC Sport-Nav | £21430 | 118 | 98 | 15 |
| CIVIC TOURER 5dr estate Versatile, comfortable and frugal, only price marks its scorecard ★★★★★ | | | | |
| 1.6 i-VTEC EX Plus | £26140 | 118 | 103 | 16 |
| 1.6 i-VTEC EX | £19755 | 118 | 99 | 15 |
| 1.6 i-VTEC SE Plus | £21570 | 118 | 99 | 15 |
| 1.6 i-VTEC SE Plus-Nav | £22180 | 118 | 99 | 15 |
| 1.6 i-VTEC S-Nav | £20365 | 118 | 99 | 15 |
| 1.6 i-VTEC SR | £24340 | 118 | 103 | 16 |
| 1.8 i-VTEC EX Plus | £24935 | 140 | 149 | 15 |
| 1.8 i-VTEC S | £18650 | 140 | 146 | 13 |
| 1.8 i-VTEC SE Plus | £20565 | 140 | 149 | 14 |
| 1.8 i-VTEC SE Plus-Nav | £21175 | 140 | 149 | 14 |
| 1.8 i-VTEC S-Nav | £19260 | 140 | 146 | 14 |
| 1.8 i-VTEC SR | £23135 | 140 | 149 | 14 |
| ACCORD 4dr saloon Comfortable interior. Fiddly dash and forgettable drive ★★★★★ | | | | |
| 2.0 i-VTEC ES | £23200 | 154 | 159 | 23 |
| 2.0 i-VTEC ES GT | £24120 | 154 | 159 | 24 |
| 2.0 i-VTEC ES GT Nav | £25320 | 154 | 159 | 24 |
| 2.0 i-VTEC EX | £26580 | 154 | 162 | 24 |
| 2.4 i-VTEC EX | £27890 | 198 | 199 | 26 |
| 2.4 i-VTEC EX ADAS | £30290 | 198 | 199 | 27 |
| 2.2 i-VTEC 150 ES | £25400 | 148 | 138 | 24 |
| 2.2 i-VTEC 150 ES GT | £26320 | 148 | 138 | 24 |
| 2.2 i-VTEC 150 ES GT Nav | £27520 | 148 | 138 | 24 |
| 2.2 i-VTEC 150 EX | £28795 | 148 | 141 | 25 |
| 2.2 i-VTEC 150 EX ADAS | £31195 | 148 | 141 | 26 |
| 2.2 i-VTEC 180 Type S | £31435 | 177 | 147 | 28 |
| 2.2 i-VTEC 180 Type S ADAS | £33685 | 177 | 147 | 29 |
| ACCORD TOURER 5dr estate As above but more desirable and useful ★★★★★ | | | | |
| 2.0 i-VTEC ES | £24680 | 154 | 163 | 23 |
| 2.0 i-VTEC ES GT | £25655 | 154 | 163 | 24 |
| 2.0 i-VTEC ES GT Nav | £26855 | 154 | 163 | 24 |
| 2.4 i-VTEC EX | £29550 | 198 | 201 | 26 |
| 2.4 i-VTEC EX ADAS | £31950 | 198 | 201 | 27 |
| 2.2 i-VTEC 150 ES | £26895 | 148 | 143 | 24 |
| 2.2 i-VTEC 150 ES GT | £27870 | 148 | 143 | 24 |
| 2.2 i-VTEC 150 ES GT Nav | £29070 | 148 | 143 | 24 |
| 2.2 i-VTEC 150 EX | £30330 | 148 | 146 | 25 |
| 2.2 i-VTEC 150 EX ADAS | £32730 | 148 | 146 | 26 |
| 2.2 i-VTEC 180 Type S | £32925 | 177 | 150 | 28 |
| 2.2 i-VTEC 180 Type S ADAS | £35175 | 177 | 150 | 29 |
| HR-V 5dr hatch Cleverly packaged and comfortable crossover. Bland performance though ★★★★★ | | | | |
| 1.5 i-VTEC EX | £23195 | 128 | - | - |
| 1.5 i-VTEC S | £17995 | 128 | - | - |
| 1.5 i-VTEC SE | £20945 | 128 | - | - |
| 1.5 i-VTEC SE Navi | £20355 | 128 | - | - |
| 1.6 i-VTEC S | £19745 | 118 | - | - |
| 1.6 i-VTEC SE | £21495 | 118 | - | - |
| 1.6 i-VTEC SE Navi | £22105 | 118 | - | - |
| 1.6 i-VTEC EX | £24945 | 118 | - | - |
| CR-V 5dr 4x4 The CR-V soldiers on, but it's hemmed in by cleverer competition ★★★★★ | | | | |
| 1.6 i-VTEC 120 SE-Nav ZWD | £26740 | 118 | 115 | 22 |
| 1.6 i-VTEC 120 SE-Nav ZWD | £24300 | 118 | 115 | 23 |
| 1.6 i-VTEC 120 SR ZWD | £28495 | 118 | 119 | 23 |
| 2.0 i-VTEC S ZWD | £22345 | 154 | 168 | 22 |
| 2.0 i-VTEC S-Nav ZWD | £23245 | 154 | 168 | 22 |
| 2.0 i-VTEC SE ZWD | £24515 | 154 | 168 | 22 |
| 2.0 i-VTEC SE-Nav ZWD | £25685 | 154 | 168 | 22 |
| 2.0 i-VTEC SE | £25615 | 154 | 173 | 22 |
| 2.0 i-VTEC SE-Nav | £26785 | 154 | 173 | 22 |
| 2.0 i-VTEC SR | £28595 | 154 | 177 | 23 |
| 2.0 i-VTEC EX | £30440 | 154 | 177 | 23 |
| 1.6 i-VTEC 120 S ZWD | £23400 | 118 | 115 | 22 |
| 1.6 i-VTEC 120 SE ZWD | £25570 | 118 | 115 | 22 |
| 1.6 i-VTEC 160 SE | £27570 | 158 | 129 | 26 |
| 1.6 i-VTEC 160 SE-Nav | £28740 | 158 | 129 | 26 |
| 1.6 i-VTEC 160 SR | £30625 | 158 | 133 | 27 |
| 1.6 i-VTEC 160 EX | £32470 | 158 | 133 | 27 |
| HYUNDAI | | | | |
| i10 5dr hatch Second gen i10 still close to the best. Mature drive, spacious cabin, low price ★★★★★ | | | | |
| 1.0 S | £8705 | 65 | 108 | 1 |
| 1.0 S Air | £9370 | 65 | 108 | 1 |
| 1.0 SE | £9770 | 65 | 108 | 1 |
| 1.0 SE Blue Drive | £10020 | 65 | 98 | 1 |
| 1.0 Premium | £10470 | 65 | 108 | 1 |
| 1.2 SE | £10270 | 86 | 114 | 4 |
| 1.2 Premium | £10970 | 86 | 114 | 4 |
| i20 5dr hatch Very good value hatch. Fun a by-product, practicality mostly spot on ★★★★★ | | | | |
| 1.2 75 S | £10695 | 76 | 112 | 5 |
| 1.2 75 S Air | £11445 | 76 | 112 | 5 |
| 1.2 84 SE | £12725 | 84 | 119 | 6 |
| 1.2 84 Premium | £13725 | 84 | 119 | 6 |
| 1.2 84 Premium SE | £14725 | 84 | 119 | 6 |
| 1.4 100 SE | £13325 | 98 | 127 | 10 |
| 1.4 100 Premium | £14325 | 98 | 127 | 10 |
| 1.4 100 Premium SE | £15325 | 98 | 127 | 10 |
| 1.1 CRDi 75 S Blue | £12445 | 74 | 84 | 6 |
| 1.1 CRDi 75 SE | £14225 | 74 | 103 | 6 |
| 1.4 CRDi 90 SE | £14725 | 89 | 106 | 11 |
| 1.4 CRDi 90 Premium | £15725 | 89 | 106 | 12 |
| 1.4 CRDi 90 Premium SE | £16725 | 89 | 106 | 12 |
| i30 5dr hatch As good as we come to expect, but not one inch better ★★★★★ | | | | |
| 1.4 100 S | £15195 | 98 | 138 | 7 |
| 1.4 100 SE | £16495 | 98 | 138 | 7 |
| 1.6 120 SE auto | £17895 | 118 | 158 | 9 |
| 1.6 120 Premium | £20295 | 118 | 145 | 9 |
| 1.6 CRDi 110 Blue Drive S | £17195 | 109 | 94 | 11 |
| 1.6 CRDi 110 Blue Drive SE | £18495 | 109 | 94 | 11 |
| 1.6 CRDi 136 Blue Drive Premium | £22295 | 134 | 102 | 11 |
| i30 TOURER 5dr estate As good as we come to expect, but not one inch better ★★★★★ | | | | |
| 1.6 120 S | £16895 | 118 | 145 | 9 |
| 1.6 120 SE | £18195 | 118 | 145 | 9 |
| 1.6 CRDi 110 Blue Drive S | £18295 | 109 | 94 | 11 |
| 1.6 CRDi 136 Blue Drive SE | £19595 | 134 | 102 | 11 |
| i40 4dr saloon Useful, inoffensive and well-priced. No fireworks here ★★★★★ | | | | |
| 1.7 CRDi 115 B'Drive Premium | £23485 | 114 | 113 | 13 |
| 1.7 CRDi 115 B'Drive Style | £22105 | 114 | 113 | 13 |
| 1.7 CRDi 115 B'Drive Active | £19105 | 114 | 113 | 12 |
| 1.7 CRDi 136 B'Drive Active | £1990 | | | |



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|--|---------|-----|----------------------|-----------------|
| CEED 5dr estate Another slightly bigger looker from Schreyer, but also forgettable ★★★★★ | | | | |
| 1.4 98 VR7 | £16400 | 99 | 148 | 8 |
| 1.4 CRDI 89 1 ISG | £17295 | 89 | 109 | 6 |
| 1.6 CRDI 126 1 ISG | £18095 | 126 | 116 | 12 |
| 1.6 CRDI 126 2 ISG | £19695 | 126 | 116 | 12 |
| 1.6 CRDI 126 3 ISG | £21495 | 126 | 116 | 13 |
| 1.6 CRDI 126 4 ISG | £23295 | 126 | 116 | 14 |
| 1.6 CRDI 126 4 Tech ISG | £25195 | 126 | 116 | 15 |
| PROCEED 3dr hatch Another slightly smaller looker from Schreyer. Still not memorable ★★★★★ | | | | |
| 1.4 98 VR7 | £14900 | 133 | 143 | 10 |
| 1.6 GDI 133 5 ISG | £17895 | 133 | 124 | 14 |
| 1.6 GDI 133 SE | £19905 | 133 | 137 | 15 |
| 1.6 T-GDI 201 GT | £22105 | 133 | 140 | 14 |
| 1.6 T-GDI 201 GT Tech | £22905 | 201 | 171 | 30 |
| 1.6 CRDI 126 S ISG | £18995 | 126 | 100 | 13 |
| 1.6 CRDI 126 SE ISG | £20995 | 126 | 112 | 13 |
| 1.6 CRDI 126 SE Tech | £23995 | 126 | 112 | 13 |
| SOUL 5dr hatch Looks diverse opinion. Better value now, but still hardly the best option ★★★★★ | | | | |
| EV 81kW | £22995 | 107 | - | 19 |
| 1.6 GDI Start | £12800 | 130 | 158 | 9 |
| 1.6 GDI Connect | £15000 | 130 | 158 | 10 |
| 1.6 GDI Connect Plus | £16100 | 130 | 158 | 10 |
| 1.6 GDI Mixx | £18355 | 130 | 170 | 11 |
| 1.6 GDI Maxx | £20155 | 130 | 170 | 11 |
| 1.6 CRDI Connect | £16600 | 126 | 132 | 9 |
| 1.6 CRDI Connect Plus | £17700 | 126 | 132 | 10 |
| 1.6 CRDI Mixx | £19950 | 126 | 132 | 10 |
| 1.6 CRDI Maxx | £21750 | 126 | 132 | 11 |
| OPTIMA 4dr saloon Looks the part, but will be off the European saloon pace ★★★★★ | | | | |
| 1.7 CRDI 2 ISG | £22895 | 134 | 128 | 17 |
| 1.7 CRDI 1 ISG | £19995 | 134 | 128 | 17 |
| 1.7 CRDI 3 ISG | £25795 | 134 | 128 | 20 |
| VENGA 5dr mpv Versatile interior, but firm ride and high price disappoint ★★★★★ | | | | |
| 1.4 89 1 ISG | £11995 | 89 | 130 | 8 |
| 1.4 89 1 Air ISG | £12795 | 89 | 130 | 8 |
| 1.4 89 SRT ISG | £13595 | 89 | 130 | 8 |
| 1.4 89 2 ISG | £13895 | 89 | 130 | 9 |
| 1.6 123 3 ISG | £16190 | 123 | 139 | 13 |
| 1.6 123 2 auto | £15810 | 123 | 154 | 11 |
| 1.6 123 3 auto | £17290 | 123 | 154 | 11 |
| 1.4 CRDI 89 2 | £15195 | 89 | 119 | 10 |
| 1.4 CRDI 89 SRT | £14895 | 89 | 119 | 10 |
| 1.6 CRDI 114 3 ISG | £17475 | 114 | 117 | 14 |
| 1.6 CRDI 114 4 ISG | £18570 | 114 | 117 | 14 |
| CARENS 5dr mpv Nicely up to scratch now, but no class leader ★★★★★ | | | | |
| 1.7 CRDI 3 Sat Nav ISG | £25250 | 136 | 132 | 16 |
| 1.6 GDI 1 ISG | £18195 | 133 | 149 | 13 |
| 1.6 GDI 2 ISG | £19600 | 133 | 149 | 13 |
| 1.7 CRDI 114 1 ISG | £19590 | 114 | 124 | 12 |
| 1.7 CRDI 114 2 ISG | £20995 | 114 | 124 | 12 |
| 1.7 CRDI 134 2 auto | £22400 | 136 | 159 | 16 |
| 1.7 CRDI 134 3 ISG | £22400 | 136 | 159 | 16 |
| SPORTAGE 5dr 4x4 Good ride, handling and usability. Looks decent too ★★★★★ | | | | |
| 1.7 CRDI 4 2WD ISG | £25000 | 114 | 143 | 14 |
| 1.7 CRDI 4 4WD | £21500 | 134 | 149 | 16 |
| 1.6 GDI 1 2WD | £171500 | 133 | 158 | 14 |
| 1.6 GDI 2 2WD ISG | £19800 | 133 | 149 | 15 |
| 1.7 CRDI 1 2WD ISG | £19100 | 114 | 135 | 12 |
| 1.7 CRDI 2 2WD ISG | £21200 | 114 | 135 | 13 |
| 1.7 CRDI 3 2WD ISG | £23100 | 114 | 143 | 13 |
| 1.7 CRDI 3 SatNav 2WD ISG | £23900 | 114 | 143 | 13 |
| 2.0 CRDI 4 2WD | £23600 | 134 | 149 | 17 |
| 2.0 CRDI 4 4WD | £25500 | 134 | 156 | 17 |
| 2.0 CRDI 4 4WD nav | £26300 | 134 | 156 | 17 |
| 2.0 CRDI 4 4WD suv | £26710 | 134 | 183 | 17 |
| 2.0 CRDI 181 4 4WD | £28200 | 134 | 158 | 19 |
| SORENTO 5dr 4x4 Route one solution to the problem, but you know where you stand with it ★★★★★ | | | | |
| 2.2 CRDI 4 4WD | £28795 | 197 | 149 | 24 |
| 2.2 CRDI 4 4WD | £31995 | 197 | 161 | 25 |
| 2.2 CRDI 4 4WD | £35845 | 197 | 161 | 26 |
| 2.2 CRDI 4 4WD | £41000 | 197 | 177 | 28 |
| KTM | | | | |
| X-BOW 0dr unknown Eccentric looks, sharp handling. Expensive ★★★★★ | | | | |
| 2.0 Street | £49980 | 237 | 185 | - |
| 2.0 Clubsport | £59755 | 237 | 185 | - |
| 2.0 Supertlight | £79305 | 237 | 185 | - |
| 2.0 ABT Sp. line 300 | £59755 | 296 | 189 | - |
| LAMBORGHINI | | | | |
| HURACAN 2dr coupé A supercar to its bones, but the flaws are just as obvious ★★★★★ | | | | |
| 5.2 V10 LP 610-4 | £180720 | 601 | - | - |
| AVENTADOR 2dr coupé Big, bullish and ballistic. But not perfect ★★★★★ | | | | |
| 6.5 LP700-4 | £242280 | 690 | 398 | - |
| LAND ROVER | | | | |
| DEFENDER 3dr 4x4 An institution. Unbeatable off road, crude on it ★★★★★ | | | | |
| 90 2.2 D Hard Top | £23100 | 120 | 266 | - |
| 90 2.2 D S'Wagon | £25265 | 120 | 269 | 25 |
| 90 2.2 D County | £27305 | 120 | 269 | 25 |
| 90 2.2 D X S'Wagon | £30505 | 120 | 269 | 26 |
| DEFENDER 5dr 4x4 An institution. Unbeatable off road, crude on it ★★★★★ | | | | |
| 110 2.2 D Hard Top | £25010 | 120 | 295 | 26 |
| 110 2.2 D County Utility Wagon | £29550 | 120 | 295 | - |
| 110 2.2 D Utility Wagon | £27620 | 120 | 295 | - |
| 110 2.2 D S'Wagon | £27620 | 120 | 295 | 27 |
| 110 2.2 D County | £29550 | 120 | 295 | 28 |
| 110 2.2 D X S'Wagon | £33405 | 120 | 295 | 28 |
| 110 2.2 D X S Utility Wagon | £32405 | 120 | 295 | - |
| DISCOVERY 5dr 4x4 The best compromise between off and on road ability ★★★★★ | | | | |
| 3.0 SDV6 255 GS | £40005 | 252 | 213 | 39 |
| 3.0 SDV6 255 XS | £46865 | 252 | 213 | 40 |
| 3.0 SDV6 255 HSE | £54495 | 252 | 213 | 41 |
| DISCOVERY SPORT 5dr 4x4 Hugely alluring compact seven-seater ★★★★★ | | | | |
| 2.2 SD4 190 SE | £32395 | 188 | 162 | 28 |
| 2.2 SD4 190 SE Tech | £33895 | 188 | 162 | 28 |
| 2.2 SD4 190 HSE | £37595 | 188 | 162 | 31 |
| 2.2 SD4 190 HSE Luxury | £41195 | 188 | 162 | 31 |
| RANGE ROVER EVOQUE 3dr 4x4 A new class of desirability for the SUV ★★★★★ | | | | |
| 2.2 eD4 150 Pure Tech 2WD | £31205 | 148 | 129 | 29 |
| 2.2 SD4 190 Pure Tech 4WD | £33505 | 188 | 149 | 33 |
| 2.2 SD4 190 Dynamic 4WD | £39305 | 188 | 149 | 34 |
| RANGE ROVER EVOQUE 5dr 4x4 A new class of desirability for the SUV ★★★★★ | | | | |
| 2.0 SD4 240 Dynamic Lux 4WD | £46210 | 237 | 181 | 39 |
| 2.2 eD4 150 Pure Tech 2WD | £31205 | 148 | 133 | 29 |
| 2.2 eD4 150 Pure Tech 4WD | £31505 | 188 | 149 | 33 |
| 2.2 SD4 190 Pure Tech 4WD | £33505 | 188 | 149 | 33 |
| 2.2 SD4 190 Dynamic 4WD | £39305 | 188 | 149 | 34 |
| RANGE ROVER 5dr 4x4 Arguably the best luxury car in the world. Easily the best SUV ★★★★★ | | | | |
| 5.0 V8 S A Biography | £102450 | 503 | 299 | 50 |
| 5.0 V8 S A Biography LWB | £101150 | 503 | 299 | 50 |
| 3.0 TDV6 Vogue | £74950 | 254 | 182 | 45 |
| 3.0 TDV6 Vogue SE | £81850 | 254 | 182 | 45 |
| 3.0 TDV6 Autobiography | £91550 | 254 | 182 | 50 |
| 3.0 TDV6 Hybrid Autobiography | £102450 | 335 | 164 | 50 |
| 4.4 SDV8 Vogue | £81950 | 308 | 219 | 50 |
| 4.4 SDV8 Vogue SE | £88850 | 308 | 219 | 50 |
| 4.4 SDV8 Autobiography | £98550 | 308 | 219 | 50 |
| 4.4 SDV8 Autobiography LWB | £102650 | 308 | 219 | 50 |
| RANGE ROVER SPORT 5dr 4x4 Just the right kind of dynamic twist. Brilliant ★★★★★ | | | | |
| 5.0 V8 S A Biography Dynamic | £84350 | 503 | 298 | 49 |
| 3.0 SDV6 HSE | £61950 | 288 | 185 | 43 |
| 3.0 SDV6 HSE Dynamic | £67150 | 288 | 185 | 43 |
| 3.0 SDV6 Autobiography Dynamic | £77850 | 288 | 185 | 45 |
| 4.4 SDV8 Autobiography Dynamic | £84350 | 334 | 219 | 47 |
| LEXUS | | | | |
| CT 5dr hatch Makes sense only as a company car. Not fun ★★★★★ | | | | |
| 200h S | £21245 | 134 | 82 | 19 |
| 200h SE | £22745 | 134 | 94 | 19 |
| 200h Advance | £24245 | 134 | 94 | 19 |
| 200h Luxury | £24745 | 134 | 94 | 20 |
| 200h F Sport | £26995 | 134 | 94 | 20 |
| 200h Premier | £29745 | 134 | 94 | 21 |
| IS 4dr saloon Sleek junior exec, well made and interesting. Needs a better diesel ★★★★★ | | | | |
| 250 SE | £26495 | 204 | 199 | 32 |
| 250 Luxury | £27995 | 204 | 199 | 33 |
| 250 F Sport | £30495 | 204 | 213 | 33 |
| 250 Premier | £33495 | 204 | 213 | 34 |
| 300h SE | £28995 | 217 | 99 | 31 |
| 300h Luxury | £30995 | 217 | 103 | 32 |
| 300h F Sport | £32495 | 217 | 103 | 32 |
| 300h Premier | £36750 | 217 | 103 | 33 |
| GS 4dr saloon Refreshingly different, but lacks a diesel engine ★★★★★ | | | | |
| 300h SE | £31495 | 179 | 109 | 31 |
| 300h Luxury | £37495 | 179 | 113 | 32 |
| 300h F Sport | £41745 | 179 | 113 | 33 |
| 300h Premier | £43745 | 179 | 113 | 33 |
| 450h Luxury | £45495 | 338 | 141 | 42 |
| 450h F Sport | £51495 | 338 | 145 | 42 |
| 450h Premier | £51495 | 338 | 141 | 42 |
| LS 4dr saloon Uninspiring luxury barge with a huge kit attached ★★★★★ | | | | |
| 460 Luxury | £71995 | 382 | 249 | 48 |
| 460 F Sport | £74495 | 382 | 249 | 49 |
| 600h F Sport | £99995 | 439 | 199 | 50 |
| 600h Premier | £101510 | 439 | 199 | 50 |
| NX 5dr hatch Some good ideas, but dramatically off the pace to drive ★★★★★ | | | | |
| 2.0 200h F Sport | £38095 | 235 | 183 | - |
| 3.0 200h S 2WD | £29495 | 195 | 116 | 29 |
| 300h SE | £31495 | 195 | 121 | 31 |
| 300h Luxury | £34495 | 195 | 121 | 31 |
| 300h F Sport | £36995 | 195 | 121 | 32 |
| 300h Premier | £42995 | 195 | 121 | 33 |
| RX 5dr 4x4 Low flexibility, but hybrid function makes a degree of economic sense ★★★★★ | | | | |
| 450h SE | £44495 | 245 | 145 | 40 |
| 450h Luxury | £48495 | 245 | 145 | 41 |
| 450h F Sport | £51995 | 245 | 145 | 42 |
| 450h Premier | £55495 | 245 | 145 | 43 |
| RC-F 2dr coupé An also-ran in the segment, although naturally-aspirated V8 is easy to like ★★★★★ | | | | |
| 5.0 V8 | £59995 | 471 | 251 | 48 |
| 5.0 V8 Carbon | £67995 | 471 | 251 | 50 |
| LOTUS | | | | |
| ELISE 2dr open Pure sports car. Great chassis and steering, low running costs ★★★★★ | | | | |
| 1.6 Club Racer | £28580 | 134 | 149 | 43 |
| 1.6 | £29050 | 134 | 149 | 43 |
| 1.6 Sport | £30650 | 134 | 149 | 43 |
| 1.8 S | £37205 | 217 | 175 | 43 |
| EXIGE 2dr coupé Sharp, uncompromising track car. Unforgiving on road ★★★★★ | | | | |
| 3.5 V6 S | £54610 | 345 | 236 | 47 |
| EVORA 2dr coupé Sublime combination of pliant ride and sweet handling ★★★★★ | | | | |
| 3.5 V6 | £53080 | 276 | 217 | 50 |
| 3.5 V6 +2 | £54980 | 276 | 217 | 50 |
| 3.5 V6 Sp. Racer | £58850 | 276 | 217 | 50 |
| 3.5 V6 S | £62290 | 345 | 229 | 50 |
| 3.5 V6 S +2 | £64190 | 345 | 229 | 50 |
| 3.5 V6 S Sp. Racer | £66850 | 345 | 229 | 50 |
| MASERATI | | | | |
| GHIBLI 4dr saloon Classy and entertaining but less polished than a 5-Series ★★★★★ | | | | |
| 3.0 V6 | £53575 | 325 | 223 | 50 |
| 3.0 V6 S | £64720 | 404 | 242 | 50 |
| 3.0 V6 | £49160 | 271 | 158 | 50 |
| QUATTROPORTE 4dr saloon Not quite as sophisticated as it might have been. ★★★★★ | | | | |
| 3.0 V6 S | £81555 | 404 | 242 | 50 |
| 3.8 V8 GTS | £109625 | 523 | 274 | 50 |
| 3.0 V6 | £69235 | 271 | 164 | 50 |
| GRANTURISMO 2dr coupé Fantastic looks and soundtrack, average chassis ★★★★★ | | | | |
| 4.2 V8 | £82280 | 400 | 330 | 50 |
| 4.7 V8 Sport | £90810 | 453 | 331 | 50 |
| 4.7 V8 MC Stradale | £101135 | 453 | 360 | 50 |
| GRANCABRIO 2dr open Fantastic looks and soundtrack, average chassis ★★★★★ | | | | |
| 4.7 V8 Sport | £98340 | 433 | 337 | 50 |
| 4.7 V8 Sport | £103935 | 453 | 337 | 50 |
| MAZDA | | | | |
| 2 5dr hatch Much more grown-up now. Handsome and comfortable - if slightly less fun ★★★★★ | | | | |
| 1.5 75 SE | £11995 | 74 | 110 | - |
| 1.5 75 SE-L | £12995 | 74 | 110 | - |
| 1.5 90 SE-L | £13995 | 90 | 105 | - |
| 1.5 90 SE-L Nav | £14395 | 90 | 105 | - |
| 1.5 90 Sport | £14995 | 90 | 105 | - |
| 1.5 90 Sport Nav | £15395 | 90 | 105 | - |
| 1.5 115 Sport Nav | £15995 | 113 | 117 | - |
| 1.5D 105 SE-L | £15995 | 104 | 89 | - |
| 1.5D 105 SE-L Nav | £16395 | 104 | 89 | - |
| 1.5D 105 Sport | £16995 | 104 | 89 | - |
| 1.5D 105 Sport Nav | £17395 | 104 | 89 | - |
| 3 5dr hatch Refined, well-priced family choice. Dynamically satisfying, too ★★★★★ | | | | |
| 1.5 100 SE | £16995 | 99 | 119 | 13 |
| 1.5 100 SE Nav | £17595 | 99 | 119 | 13 |
| 2.0 120 SE | £17295 | 118 | 119 | 17 |
| 2.0 120 SE Nav | £17895 | 118 | 119 | 17 |
| 2.0 120 SE-L | £18795 | 118 | 119 | 18 |
| 2.0 120 SE-L Nav | £19395 | 118 | 119 | 18 |
| 2.0 120 Sport Nav | £20195 | 1 | | |

NEW CARS A-Z

| Make and Model | Price | Bhp | CO ₂ g/km | Insurance group | Make and Model | Price | Bhp | CO ₂ g/km | Insurance group | Make and Model | Price | Bhp | CO ₂ g/km | Insurance group | Make and Model | Price | Bhp | CO ₂ g/km | Insurance group | | | | | |
|-------------------------------|---|-----|----------------------|-----------------|--------------------------|--|-----|----------------------|-----------------|------------------------|--|-----|----------------------|-----------------|------------------------------|---|-----|----------------------|-----------------|------------------------------|--|-----|-----|----|
| 220 BlueTec AMG Line | £46500 | 175 | 129 | 44 | 2.0D Cooper SD | £22755 | 141 | 119 | 20 | 1.5dci 110 N-tec | £23450 | 109 | 99 | 14 | 2.0 BlueHDi 150 Allure | £22845 | 148 | 105 | 24 | 3.0 V6 S | £38775 | 414 | 211 | 46 |
| 350 BlueTec AMG Line | £49950 | 254 | - | 46 | 2.0D Cooper SD ALL4 4WD | £24055 | 141 | 126 | 20 | 1.5dci 110 N-tec + | £24000 | 109 | 99 | 14 | 2.0 BlueHDi 150 GT Line | £24395 | 148 | 105 | 26 | 3.0 V6 S E-hybrid | £38455 | 401 | 71 | 50 |
| CLS 5dr shooting brake | Saloon-like practicality, coupe-like rewards | | | | MITSUBISHI | | | | | 1.5dci 110 Tekna | £25550 | 109 | 99 | 15 | 2.0 BlueHDi 180 GT | £26845 | 178 | 107 | 29 | 3.6 V6 PDK | £64458 | 306 | 199 | 46 |
| GLA 5dr | £87010 | 577 | 231 | 30 | I 5dr hatch | Electric city transport. Fun, quirky but ludicrously expensive | | | | X-TRAIL 5dr 4x4 | Sleek, Qashqai-based crossover is an easy win if you require seven seats | | | | 508 4dr saloon | Competent and likeable package, although lacks any real spark | | | | 3.6 V6 GTS | £68166 | 306 | 206 | 47 |
| 220 BlueTec AMG Line | £48080 | 175 | 129 | 44 | MIRAGE 5dr hatch | Straightforward hatchback. Not for the likes of us | | | | 2.2i HDi 200 GT | £30645 | 201 | 140 | 37 | 1.6i e-HDi 115 Active Nav | £22195 | 113 | 109 | 24 | 4.8 V8 GTX PDK | £94316 | 424 | 239 | 50 |
| 350 BlueTec AMG Line | £51400 | 254 | 162 | 47 | 1.0 70 MIVEC 1 | £9054 | 70 | 96 | 15 | 1.6dci Acenta 2WD | £24995 | 128 | 129 | 19 | 1.6i e-HDi 115 Allure Nav | £24295 | 113 | 111 | 25 | 4.8 V8 Turbo S PDK | £108931 | 493 | 242 | 50 |
| GLA 5dr 4x4 | Not the most practical crossover, but good looking and very decent to drive | | | | 1.2 79 MIVEC 2 | £11054 | 79 | 96 | 18 | 1.6dci Acenta 4WD | £26695 | 128 | 139 | 20 | 2.0i HDi 140 Active Nav | £22595 | 140 | 115 | 27 | 3.0D V6 | £65639 | 247 | 169 | 46 |
| GLA250 AMG Line 4Matic | £44600 | 354 | 175 | - | 1.2 79 MIVEC 3 | £12054 | 79 | 100 | 18 | 1.6dci n-tec 2WD | £27645 | 128 | 129 | 19 | 2.0 BlueHDi 150 Allure Nav | £25795 | 148 | 101 | 30 | CAYENNE 5dr 4x4 | Classy interior and mostly good fun. Hybrid not entertaining | | | |
| GLA200 CDI Sport | £26265 | 134 | 119 | 25 | ASX 5dr hatch | Engine sets a new standard, but otherwise unexceptional | | | | 1.6dci Tekna 2WD | £29645 | 128 | 129 | 19 | 2.0i HDi 163 Allure Nav auto | £26595 | 161 | 140 | 30 | 3.0 V6 S E-Hybrid | £62154 | 410 | 79 | 49 |
| GLA200 CDI Sport 4Matic | £29215 | 134 | 119 | 25 | 1.6 2 ZWD | £15184 | 115 | 137 | 13 | 370Z 2dr coupé | Great engine and poised handling. Lots of road noise | | | | 2.0i HDi Hybrid4 Allure Nav | £31995 | 200 | 91 | 36 | 3.6 V6 S | £61770 | 414 | 229 | 48 |
| GLA220 CDI AMG Line | £27210 | 134 | 119 | 25 | 1.6 2 ZWD | £15184 | 115 | 137 | 13 | 3.7 V6 Nismo | £37585 | 345 | 248 | 46 | 508 SW 5dr estate | As good as saloon, only better looking | | | | 3.6 V6 GT | £73448 | 414 | 234 | - |
| GLA220 CDI 4Matic AMG Line | £30215 | 134 | 119 | 25 | 1.8 10D 3 ZWD | £19435 | 114 | 136 | 19 | 3.7 V6 Nismo | £27445 | 323 | 248 | 46 | 1.6i e-HDi 115 Active Nav | £23395 | 113 | 110 | 24 | 4.8 V8 Turbo | £94729 | 513 | 267 | 50 |
| GLA220 CDI AMG Line 4Matic | £30645 | 168 | 129 | 28 | 1.8 10D 4 ZWD | £23434 | 114 | 136 | 19 | 3.7 V6 GT | £32525 | 323 | 248 | 46 | 2.0i HDi 163 Allure Nav auto | £27995 | 161 | 144 | 30 | 3.6 V6 Diesel | £50846 | 258 | 179 | 45 |
| G-CLASS 5dr 4x4 | Massively expensive and compromised, but with character to spare | | | | 2.2 2D 4WD auto | £24884 | 148 | 153 | 19 | GT-R 2dr coupé | A benchmark. Great drive, brutal power, sensational value | | | | 2.2i HDi 200 GT | £32045 | 201 | 144 | 37 | 4.2 V8 S Diesel | £62794 | 380 | 209 | 50 |
| G350 BlueTEC | £86445 | 208 | 295 | - | SHOOGUN 5dr 4x4 | Has its appeal. Needs more chassis finesse, but still charming | | | | NOBLE | | | | | 1.6i e-HDi 115 Allure Nav | £25695 | 113 | 112 | 25 | PROTON | | | | |
| G63 AMG | £129665 | 537 | 322 | - | 3.2i D-DC SG2 | £29544 | 197 | 213 | 32 | M600 2dr coupé | A new era for the Brit maker. Outstanding pace and handling | | | | short 5dr hatch | Efficient and well-mannered but short on space and style | | | | SAVVY 5dr hatch | Compromise in quality isn't worth the saving | | | |
| GLC-CLASS 5dr 4x4 | Decent on road and off despite its size. Nice cabin, too | | | | 3.2i D-DC SG3 auto | £34744 | 197 | 224 | 34 | 4 V.8 | £200000 | 650 | - | - | 1.2 VTI 82 Access + | £13195 | 81 | 114 | 10 | 1.2 Style | £7995 | 75 | 134 | 8 |
| G350 BlueTEC AMG Sport | £60755 | 261 | 209 | 49 | 3.2i D-DC SG4 auto | £37744 | 197 | 224 | 34 | PEUGEOT | | | | | 1.2 VTI 82 Allure | £15595 | 81 | 114 | 11 | SATRIA NEO 3dr hatch | Best Proton ever, but still unjustifiable | | | |
| GLS 4Matic | £93360 | 549 | 288 | 50 | OUTLANDER 5dr 4x4 | Practical and efficient, although very ordinary inside | | | | ION 5dr hatch | Good electric powertrain, comically expensive | | | | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i e-HDi 115 Active Nav | £24295 | 113 | 111 | 25 |
| SLK 2dr open | Enthusiastic, neat handling and brisk all-weather roadster | | | | 2.0i PHEV GX3h | £33304 | 200 | 44 | 26 | 63 | £26216 | 63 | 0 | 28 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i e-HDi 115 Allure Nav | £25695 | 113 | 112 | 25 |
| 200 CGI BlueEFF Sport | £34750 | 181 | 158 | 41 | 2.0i PHEV GX4h | £37954 | 200 | 44 | 27 | 66 UK drive | £26216 | 63 | 0 | 28 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 2.0i HDi 140 Active Nav | £22795 | 140 | 120 | 27 |
| 250 CGI BlueEFF Sport | £38710 | 201 | 169 | 44 | 2.0i PHEV GX4h | £40054 | 200 | 44 | 28 | 108 5dr hatch | Sister car to the Aygo. And distant second to most city car rivals | | | | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 2.0i HDi 163 Allure Nav auto | £26595 | 161 | 140 | 30 |
| 350 CGI BlueEFF Sport | £44610 | 302 | 167 | 45 | 2.0i PHEV GX5h | £42954 | 200 | 44 | 28 | 10i Access | £8345 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 2.2i HDi 200 GT | £32045 | 201 | 144 | 37 |
| SLK55 AMG | £55530 | 416 | 195 | 47 | 2.0i PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active | £8955 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 2008 5dr hatch | Efficient and well-mannered but short on space and style | | | |
| SLK250 CDI | £33150 | 201 | 132 | 42 | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.2 VTI 82 Access + | £14295 | 81 | 114 | 11 |
| SLK250 CDI AMG Sport | £37150 | 201 | 132 | 42 | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.2 VTI 82 Allure | £15595 | 81 | 114 | 11 |
| SL 2dr open | Big, luxurious and classier than a royal stud farm. Merc at its best. | | | | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 |
| SL400 AMG Sport | £72505 | 329 | 178 | 50 | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 |
| SL500 AMG Sport | £81920 | 429 | 212 | 50 | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 |
| SL63 AMG | £112520 | 557 | 231 | 50 | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 |
| SL65 AMG | £170825 | 621 | 270 | 50 | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 |
| AMG GT 2dr coupé | Clever and handsome replacement for the SLS. Different, but very good | | | | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 |
| 4.0 V8 | £97200 | 456 | 216 | 50 | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 |
| 4.0 V8 S | £110500 | 503 | 219 | 50 | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 |
| CL 2dr coupé | Comfortable big coupe. More GT than sports car | | | | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 |
| CL500 | £99545 | 429 | 227 | 50 | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 |
| CL63 AMG | £118885 | 536 | 244 | 50 | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 |
| CL65 AMG | £164840 | 621 | 334 | 50 | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 |
| M-CLASS 5dr 4x4 | Roomy, quiet and well-appointed. A proper Merc SUV | | | | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 |
| ML350 BlueTEC SE Exec | £51340 | 254 | 189 | 43 | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 |
| ML63 AMG | £87005 | 536 | 276 | 50 | 2.2 2D PHEV GX5h | £45054 | 200 | 44 | 28 | 1.0i Active S-T | £8945 | 68 | 95 | 6 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 | 1.6i VTI 120 Allure | £16750 | 118 | 135 | 20 |
| ML250 BlueTEC SE Exec | £48190 | 201 | 165 | 38 | 2.2 2 | | | | | | | | | | | | | | | | | | | |

| Make and Model | Price | Bhp | CO ₂ g/km | Insurance group |
|--|----------|-----|----------------------|-----------------|
| 1.2 TDI 75 S A-C | £14555 | 74 | 105 | 7 |
| 1.2 TDI 75 S A-C Ecomotive | £15080 | 74 | 92 | 7 |
| 1.2 TDI 75 SE Ecomotive | £15610 | 74 | 92 | 7 |
| 1.6 TDI 105 SE | £16160 | 104 | 112 | 14 |
| 1.6 TDI 105 FR | £17160 | 104 | 112 | 14 |
| TOLEDO 5dr hatch Makes practical sense, but leaves no other lasting impression | ★★★★☆ | | | |
| 1.2 TSI 85 S | £14265 | 84 | 119 | 10 |
| 1.2 TSI 105 S | £15295 | 104 | 116 | 13 |
| 1.2 TSI 105 SE | £16515 | 104 | 118 | 14 |
| 1.4 TSI 122 SE DSG | £17965 | 120 | 134 | 17 |
| 1.6 TDI 105 CR SE Ecomotive | £17150 | 104 | 104 | 15 |
| 1.6 TDI 105 CR SE Ecomotive | £18370 | 104 | 106 | 15 |
| LEON 3dr hatch Sharp looks and handling. Back from the Golf's quality, but good value | ★★★★☆ | | | |
| 1.6 TDI 110 SE Ecomotive | £19625 | 108 | 87 | 14 |
| 1.2 TSI 110 S | £15815 | 108 | 114 | 13 |
| 1.2 TSI 110 SE | £16935 | 108 | 114 | 13 |
| 1.4 TSI 125 SE | £17535 | 123 | 120 | 16 |
| 1.4 TSI 150 FR | £19700 | 148 | 109 | 20 |
| 1.8 TSI 180 FR | £20740 | 178 | 137 | 25 |
| 1.6 TDI 105 Cupra | £25960 | 261 | 154 | 32 |
| 2.0 TSI 280 Cupra | £27210 | 276 | 154 | 33 |
| 1.6 TDI CR 105 S | £17515 | 104 | 99 | 13 |
| 1.6 TDI CR 105 SE | £18635 | 104 | 99 | 13 |
| 2.0 TDI CR 150 SE | £19985 | 148 | 106 | 19 |
| 2.0 TDI CR 150 FR | £21530 | 148 | 106 | 20 |
| 2.0 TDI CR 184 FR | £22520 | 181 | 109 | 26 |
| LEON 5dr hatch Sharp looks and handling. Back from the Golf's quality, but good value | ★★★★☆ | | | |
| 1.6 TDI 110 SE Ecomotive | £19925 | 108 | 87 | 14 |
| 1.2 TSI 110 S | £16115 | 108 | 114 | 13 |
| 1.2 TSI 110 SE | £17235 | 108 | 114 | 13 |
| 1.4 TSI 125 SE | £17835 | 123 | 120 | 16 |
| 1.4 TSI 150 FR | £20000 | 148 | 109 | 20 |
| 1.8 TSI 180 FR | £21040 | 178 | 137 | 25 |
| 2.0 TDI CR 184 FR | £22820 | 181 | 109 | 26 |
| 2.0 TSI 280 Cupra | £27510 | 276 | 154 | 33 |
| 1.6 TDI CR 105 S | £17815 | 104 | 99 | 13 |
| 1.6 TDI CR 105 SE | £18935 | 104 | 99 | 13 |
| 2.0 TDI CR 150 SE | £20285 | 148 | 106 | 19 |
| 2.0 TDI CR 150 FR | £21830 | 148 | 106 | 20 |
| LEON 5dr estate Sharp looks and handling. Back from the Golf's quality, but good value | ★★★★☆ | | | |
| 1.2 TSI 105 S | £16675 | 104 | 114 | 12 |
| 1.2 TSI 105 SE | £17795 | 104 | 114 | 13 |
| 1.4 TSI 140 FR | £20390 | 138 | 122 | 18 |
| 1.4 TSI 140 SE | £18845 | 138 | 122 | 17 |
| 1.6 TDI 110 SE Ecomotive | £20920 | 108 | 87 | 14 |
| 1.6 TDI CR 105 S | £18810 | 104 | 99 | 13 |
| 1.6 TDI CR 105 SE | £19930 | 104 | 99 | 13 |
| 1.8 TSI 180 FR | £22035 | 178 | 137 | 25 |
| 2.0 TDI CR 150 FR | £22825 | 148 | 106 | 20 |
| 2.0 TDI CR 150 SE | £21280 | 148 | 106 | 19 |
| 2.0 TDI CR 184 FR | £23815 | 181 | 112 | 26 |
| 2.0 TDI 150 SE X-Perience | £24385 | 148 | 129 | 19 |
| 2.0 TDI 150 SE Tech X-Perience | £26370 | 148 | 129 | 20 |
| 2.0 TDI 184 SE Tech X-Perience | £28870 | 181 | 129 | 23 |
| ALTEA 5dr hatch Short on interior flexibility and visibility. Well-judged drive | ★★★★☆ | | | |
| 1.6 TDI 105 i-Tech Ecomotive | £15445 | 103 | 119 | 14 |
| 2.0 TDI 140 i-Tech | £16245 | 138 | 129 | 19 |
| XL 1.6 TDI 105 i-Tech Ecomotiv | £16165 | 103 | 119 | 13 |
| XL 2.0 TDI 140 i-Tech | £16965 | 138 | 129 | 19 |
| ALHAMBRA 5dr mpv Practical, refined and good value. Not exciting | ★★★★☆ | | | |
| 2.0 TDI 140 Ecomotive S | £25630 | 138 | 146 | 18 |
| 2.0 TDI 140 Ecomotive SE | £27510 | 138 | 146 | 18 |
| 2.0 TDI 140 Ecomotive i-Tech | £28630 | 138 | 146 | 18 |
| 2.0 TDI 140 Eco SE Lux | £30900 | 138 | 146 | 18 |
| 2.0 TDI 177 SE | £28750 | 138 | 158 | 22 |
| 2.0 TDI 177 SE Lux | £32420 | 138 | 158 | 22 |
| SKODA CITIGO 3dr hatch The VW Up in entry-level Skoda format | ★★★★☆ | | | |
| 1.0 60 S | £8275 | 59 | 105 | 1 |
| 1.0 60 SE | £9135 | 59 | 105 | 1 |
| 1.0 60 Monte Carlo | £10670 | 59 | 105 | 2 |
| 1.0 60 GreenTech SE | £9495 | 59 | 95 | 1 |
| 1.0 60 GreenTech Eleg. | £10010 | 59 | 95 | 1 |
| 1.0 75 GreenTech Eleg. | £10400 | 74 | 98 | 2 |
| CITIGO 5dr hatch The VW Up in entry-level Skoda format | ★★★★☆ | | | |
| 1.0 60 S | £8625 | 59 | 105 | 1 |
| 1.0 60 SE | £9485 | 59 | 105 | 1 |
| 1.0 60 Monte Carlo | £11020 | 59 | 105 | 2 |
| 1.0 60 GreenTech SE | £9845 | 59 | 95 | 1 |
| 1.0 60 GreenTech Eleg. | £10360 | 59 | 95 | 1 |
| 1.0 75 GreenTech Eleg. | £10750 | 74 | 98 | 2 |
| FABIA 5dr hatch Straight-laced for a supermini, but as likeable an all-rounder as you'll find | ★★★★☆ | | | |
| 1.0 60 S | £10600 | 59 | 106 | 2 |
| 1.0 75 S | £11460 | 74 | 108 | 4 |
| 1.0 75 SE | £12820 | 74 | 108 | 3 |
| 1.2 TSI 90 SE | £13610 | 74 | 108 | 3 |
| 1.2 TSI 90 SE L | £13450 | 89 | 107 | 8 |
| 1.2 TSI 90 SE L | £14240 | 89 | 107 | 8 |
| 1.2 TSI 110 S DSG | £13740 | 108 | 109 | 13 |
| 1.2 TSI 110 SE | £14100 | 108 | 110 | 12 |
| 1.2 TSI 110 SE L | £14890 | 108 | 110 | 12 |
| 1.4 TDI 90 S | £14090 | 89 | 93 | 12 |
| 1.4 TDI 90 SE | £15450 | 89 | 93 | 10 |
| 1.4 TDI 90 SE L | £16240 | 89 | 93 | 11 |
| 1.4 TDI 105 SE L | £16840 | 104 | 95 | 12 |
| FABIA 5dr estate | | | | |
| 1.0 75 S | £12460 | 74 | 109 | 4 |
| 1.0 75 SE | £13965 | 74 | 109 | 3 |
| 1.0 75 SE L | £14755 | 74 | 109 | 3 |
| 1.2 TSI 110 S DSG | £14740 | 108 | 109 | 13 |
| 1.2 TSI 110 SE | £15245 | 108 | 110 | 12 |
| 1.2 TSI 110 SE L | £16395 | 108 | 110 | 12 |
| 1.2 TSI 90 SE | £14595 | 89 | 107 | 8 |
| 1.2 TSI 90 SE L | £15385 | 89 | 107 | 8 |
| 1.4 TDI 105 SE L | £17985 | 104 | 97 | 12 |
| 1.4 TDI 90 S | £15090 | 89 | 94 | 10 |
| 1.4 TDI 90 SE | £16595 | 89 | 94 | 10 |
| 1.4 TDI 90 SE L | £17385 | 89 | 94 | 11 |
| RAPID 5dr hatch | | | | |
| 1.6 TDI 105 E | £17145 | 103 | 114 | 16 |
| 1.6 TDI 90 Eleg. | £17715 | 103 | 114 | 13 |
| 1.6 TDI 90 GreenLine | £17975 | 103 | 99 | 13 |
| 1.6 TDI 90 GreenTech Eleg. | £17965 | 103 | 104 | 13 |
| 1.6 TDI 90 GreenTech SE | £17215 | 103 | 104 | 13 |
| 1.6 TDI 90 S | £16015 | 103 | 114 | 13 |
| 1.6 TDI 90 SE | £16965 | 103 | 114 | 13 |
| 1.2 75 S | £13350 | 74 | 137 | 7 |
| 1.2 TSI 86 S | £14140 | 84 | 119 | 10 |
| 1.2 TSI 86 SE | £15090 | 84 | 119 | 10 |
| 1.2 TSI 86 GreenTech S | £14390 | 84 | 114 | 10 |
| 1.2 TSI 86 GreenTech SE | £15340 | 84 | 114 | 10 |
| 1.2 TSI 105 SE | £15790 | 104 | 125 | 13 |
| 1.2 TSI 105 Eleg. | £16540 | 104 | 125 | 13 |
| 1.2 TSI 105 GreenTech SE | £16040 | 104 | 118 | 13 |
| 1.2 TSI 105 GreenTech Eleg. | £16790 | 104 | 118 | 13 |
| 1.2 TSI 105 Sport | £15840 | 104 | 125 | 15 |
| 1.4 TSI 122 SE DSG | £17585 | 120 | 134 | 16 |
| 1.4 TSI 122 Eleg. DSG | £18335 | 120 | 134 | 16 |
| 1.4 TSI 122 GreenTech SE DSG | £17705 | 120 | 127 | 18 |
| 1.4 TSI 122 GreenTech Eleg. | £18455 | 120 | 127 | 18 |
| 1.6 TDI 105 S | £16590 | 103 | 114 | 16 |
| 1.6 TDI 105 SE | £17540 | 103 | 114 | 15 |
| 1.6 TDI 105 Eleg. | £18290 | 103 | 114 | 15 |
| 1.6 TDI 105 GreenTech SE | £17790 | 103 | 106 | 15 |
| 1.6 TDI 105 GreenTech Eleg. | £18540 | 103 | 106 | 15 |
| RAPID SPACEBACK 5dr estate Estate shape makes most sense of Rapid's skinny body | ★★★★☆ | | | |
| 1.2 TSI 105 Eleg. | £16640 | 104 | 125 | 14 |
| 1.2 TSI 105 GreenTech Eleg. | £16890 | 104 | 118 | 14 |
| 1.2 TSI 105 GreenTech SE | £16430 | 104 | 118 | 15 |
| 1.2 TSI 105 SE | £16180 | 104 | 125 | 14 |
| 1.2 TSI 86 GreenTech S | £14750 | 84 | 114 | 12 |
| 1.2 TSI 86 GreenTech SE | £15730 | 84 | 114 | 12 |
| 1.2 TSI 86 S | £14500 | 84 | 119 | 11 |
| 1.2 TSI 86 SE | £15480 | 84 | 119 | 12 |
| 1.4 TSI 122 Eleg. DSG | £18445 | 120 | 134 | 18 |
| 1.4 TSI 122 GreenTech SE DSG | £18105 | 120 | 127 | 18 |
| 1.4 TSI 122 G'tech Eleg. DS | £18565 | 120 | 127 | 18 |
| 1.4 TSI 122 SE DSG | £17985 | 120 | 134 | 17 |
| 1.6 TDI 105 Eleg. | £18390 | 103 | 114 | 16 |
| 1.6 TDI 105 GreenTech Eleg. | £18640 | 103 | 106 | 16 |
| 1.6 TDI 105 GreenTech SE | £18180 | 103 | 106 | 16 |
| 1.6 TDI 105 S | £16950 | 103 | 114 | 15 |
| 1.6 TDI 105 SE | £17930 | 103 | 114 | 16 |
| 1.6 TDI 90 GreenLine | £17355 | 89 | 99 | 14 |
| 1.6 TDI 90 GreenTech Eleg. | £17990 | 89 | 106 | 14 |
| 1.6 TDI 90 GreenTech SE | £17530 | 89 | 106 | 14 |
| 1.6 TDI 90 S | £16300 | 89 | 114 | 13 |
| 1.6 TDI 90 SE | £17280 | 89 | 114 | 14 |
| 1.6 TDI 90 Eleg. | £17740 | 89 | 114 | 14 |
| OCTAVIA 5dr hatch Extended wheelbase makes the Octavia an even more practical choice | ★★★★☆ | | | |
| 1.6 TDI 105 SE Business | £19775 | 104 | 99 | 14 |
| 1.2 TSI 105 S | £16525 | 104 | 114 | 13 |
| 1.2 TSI 105 SE | £17875 | 104 | 114 | 13 |
| 1.4 TSI 140 SE | £19075 | 138 | 121 | 18 |
| 1.4 TSI 140 Eleg. | £20775 | 138 | 121 | 19 |
| 1.8 TSI 180 Laurin & Klement | £26630 | 178 | 135 | 25 |
| 2.0 TSI 220 vRS | £23830 | 217 | 142 | 29 |
| 1.6 TDI 105 S | £18575 | 104 | 99 | 13 |
| 1.6 TDI 105 SE | £19925 | 104 | 99 | 13 |
| 1.6 TDI 105 Eleg. | £21625 | 104 | 99 | 14 |
| 1.6 TDI 110 Greenline | £20225 | 108 | 90 | 15 |
| 1.6 TDI 110 SE Business Greenl | £20225 | 108 | 90 | 19 |
| 2.0 TDI 150 SE | £20535 | 148 | 106 | 19 |
| 2.0 TDI 150 SE Business | £20535 | 148 | 106 | 20 |
| 2.0 TDI 150 Eleg. | £22525 | 148 | 106 | 20 |
| 2.0 TDI 150 Laurin & Klement | £26465 | 148 | 107 | 22 |
| 2.0 TDI 184 vRS | £24075 | 181 | 115 | 26 |
| OCTAVIA 5dr estate Extended wheelbase makes the Octavia an even more practical choice | ★★★★☆ | | | |
| 1.6 TDI 105 Eleg. 4x4 | £23880 | 104 | 119 | 14 |
| 1.6 TDI 105 SE 4x4 | £22180 | 104 | 119 | 13 |
| 1.6 TDI 105 SE Business | £20580 | 104 | 99 | 13 |
| 1.6 TDI 110 Greenline | £21425 | 108 | 90 | 15 |
| 1.6 TDI 110 SE Business G'line | £21425 | 108 | 90 | 19 |
| 2.0 TDI 150 Eleg. 4x4 | £24780 | 148 | 124 | 20 |
| 2.0 TDI 150 SE 4x4 | £23185 | 148 | 120 | 19 |
| 2.0 TDI 150 SE Business | £21735 | 148 | 106 | 19 |
| 1.2 TSI 105 S | £17330 | 104 | 117 | 13 |
| 1.2 TSI 105 SE | £18680 | 104 | 117 | 13 |
| 1.4 TSI 140 SE | £19880 | 138 | 121 | 18 |
| 1.4 TSI 140 Eleg. | £21580 | 138 | 121 | 19 |
| 1.8 TSI 180 Laurin & Klement | £27830 | 178 | 136 | 25 |
| 2.0 TSI 220 vRS | £25030 | 217 | 142 | 29 |
| 1.6 TDI 105 S | £19380 | 104 | 99 | 13 |
| 1.6 TDI 105 SE | £20730 | 104 | 99 | 13 |
| 1.6 TDI 105 Eleg. | £22430 | 104 | 99 | 14 |
| 2.0 TDI 150 SE | £21735 | 148 | 106 | 19 |
| 2.0 TDI 150 Scout 4x4 | £25405 | 148 | 125 | - |
| 2.0 TDI 150 Eleg. | £23330 | 148 | 110 | 20 |
| 2.0 TDI 150 Laurin & Klement | £27665 | 148 | 107 | 22 |
| 2.0 TDI 150 Laurin Klement 4x4 | £29115 | 148 | 122 | 21 |
| 2.0 TDI 184 Scout 4x4 | £28200 | 181 | 129 | - |
| 2.0 TDI 184 vRS | £25275 | 181 | 117 | 26 |
| ROOMSTER 5dr mpv Quirky looks, talented package, awkward image | ★★★★☆ | | | |
| 1.2 S | £12105 | 69 | 143 | 5 |
| 1.2 SE | £13575 | 69 | 143 | 6 |
| 1.2 TSI 85 S | £12750 | 84 | 134 | 9 |
| 1.2 TSI 85 SE | £14135 | 84 | 134 | 9 |
| 1.2 TSI 85 Scout | £14685 | 84 | 134 | 9 |
| 1.2 TSI 105 S auto | £14185 | 104 | 134 | 12 |
| 1.2 TSI 105 SE | £14800 | 104 | 134 | 12 |
| 1.2 TSI 105 Scout | £15350 | 104 | 134 | 12 |
| 1.2 TDI 75 Greenline II | £16325 | 74 | 109 | 9 |
| 1.6 TDI CR 90 SE | £15415 | 89 | 124 | 11 |
| 1.6 TDI CR 90 Scout | £15965 | 89 | 124 | 11 |
| 1.6 TDI CR 105 SE | £15640 | 104 | 124 | 13 |
| 1.6 TDI CR 105 Scout | £16190 | 104 | 124 | 13 |
| YETI 5dr 4x4 Useful, versatile cabin. Good handling and engines | ★★★★☆ | | | |
| 1.6 TDI 105 Outdoor SE B'nes G | £19915 | 103 | 119 | 14 |
| 2.0 TDI 110 Outdoor SE 4WD | £21405 | 109 | 154 | 14 |
| 2.0 TDI 140 Outdoor SE B'nes 4 | £22230 | 138 | 152 | 18 |
| 1.2 TSI 105 S | £16915 | 103 | 142 | 13 |
| 1.2 TSI 105 Outdoor S | £16915 | 103 | 142 | 13 |
| 1.2 TSI 105 SE | £18425 | 103 | 142 | 13 |
| 1.2 TSI 105 Outdoor SE | £18425 | 103 | 142 | 13 |
| 1.2 TSI 105 Eleg. | £20250 | 103 | 142 | 14 |
| 1.2 TSI 105 Outdoor Eleg. | £20250 | 103 | 142 | 14 |
| 1.8 TSI 160 Outdoor L&K 4WD | £25940 | 158 | 184 | 22 |
| 1.6 TDI 105 S GreenLine II | £18405 | 103 | 119 | 14 |
| 1.6 TDI 105 Outdoor S GreenLin | £18405 | 103 | 119 | 14 |
| 1.6 TDI 105 SE GreenLine II | £19915 | 103 | 119 | 14 |
| 1.6 TDI 105 Outdoor SE GreenLi | £19915 | 103 | 119 | 14 |
| 1.6 TDI 105 Eleg. GreenLine | £21675 | 103 | 119 | 14 |
| 1.6 TDI 105 Outdoor Eleg. Green | £21675</ | | | |

| Make and Model | Price | Bhp | CO ₂ g/km | Insurance group |
|--|--------|-----|----------------------|-----------------|
| 2.2 D-CAT 150 Icon | £24450 | 148 | 170 | 25 |
| 2.6 D-CAT 150 Icon+ | £27405 | 148 | 170 | 25 |
| 2.2 D-CAT 150 Excel | £28250 | 148 | 173 | 26 |
| VERSO 5dr mpv Ride is firm and boot space limited with all seats in use | ★★★★☆ | | | |
| 1.6 V-matic Active 5st | £17770 | 130 | 157 | 13 |
| 1.6 V-matic Active 7st | £18300 | 130 | 157 | 13 |
| 1.6 V-matic Icon 7st | £20300 | 130 | 157 | 13 |
| 1.8 V-matic Icon M'Drive 7st | £21800 | 145 | 153 | 15 |
| 1.8 V-matic Excel M'Drive 7st | £24300 | 145 | 150 | 15 |
| 1.6 D-40 Active | £19990 | 122 | 119 | 13 |
| 1.6 D-40 Icon | £21995 | 122 | 119 | 14 |
| LAND CRUISER V8 5dr 4x4 A dinosaur, but likeable. Pricey to buy and run | ★★★★☆ | | | |
| 4.5 D-40 | £65725 | 286 | 250 | 48 |
| LAND CRUISER 3dr 4x4 A real go-anywhere vehicle. Spongy on road | ★★★★☆ | | | |
| 3.0 D-40 188 LC3 | £32765 | 185 | 214 | 31 |
| LAND CRUISER 5dr 4x4 A real go-anywhere vehicle. Spongy on road | ★★★★☆ | | | |
| 3.0 D-40 190 LC3 | £37015 | 187 | 213 | 31 |
| 3.0 D-40 190 LC4 | £47465 | 187 | 213 | 34 |
| 3.0 D-40 190 LC5 | £52915 | 187 | 213 | 38 |
| GTR6 2dr coupé A tail-unt tribute to all our favourite things. Splendid. Cheaper now, too | ★★★★★ | | | |
| 2.0 Primo | £23000 | 197 | 180 | 33 |
| 2.0 GTR6 | £25000 | 197 | 180 | 33 |
| 2.0 Aero | £27500 | 197 | 192 | 33 |
| 2.0 Giallo | £27500 | 197 | 180 | 34 |
| 2.0 GTR6 auto | £25995 | 197 | 164 | 33 |
| VAUXHALL | | | | |
| VIVA 5dr hatch Comfortable and spacious, although class leaders are sweeter to drive | ★★★★☆ | | | |
| 1.0 Ecoflex SE A-C | £8665 | 73 | 99 | - |
| 1.0 SE A-C | £8490 | 73 | 104 | - |
| 1.0 SE | £7995 | 73 | 104 | - |
| 1.0 Ecoflex SE | £8170 | 73 | 99 | - |
| 1.0 SL | £9495 | 73 | 104 | - |
| ADAM 3dr hatch Certainly looks the part, but there are better superminis ahead of it | ★★★★☆ | | | |
| 1.0 S-5 Jam | £13630 | 113 | 114 | 3 |
| 1.0 S-5 Giam | £15000 | 113 | 114 | 3 |
| 1.0 S-5 Siam | £15500 | 113 | 114 | 3 |
| 1.0 S-5 Rocks Air | £16995 | 113 | 119 | 3 |
| 1.2 Jam | £11630 | 69 | 124 | 3 |
| 1.2 Jam S-5 | £11925 | 69 | 118 | 3 |
| 1.2 Giam | £13000 | 69 | 124 | 3 |
| 1.2 Giam S-5 | £13295 | 69 | 118 | 3 |
| 1.2 Siam | £13500 | 69 | 124 | 3 |
| 1.2 Siam S-5 | £13795 | 69 | 118 | 3 |
| 1.4 87 Jam | £11955 | 86 | 129 | 6 |
| 1.4 87 Giam | £13325 | 86 | 129 | 6 |
| 1.4 87 Siam | £13825 | 86 | 129 | 6 |
| 1.4 100 Jam | £12480 | 99 | 129 | 9 |
| 1.4 100 Jam S-5 | £12775 | 99 | 119 | 9 |
| 1.4 100 Giam | £13850 | 99 | 129 | 9 |
| 1.4 100 Giam S-5 | £14145 | 99 | 119 | 9 |
| 1.4 100 Siam | £14350 | 99 | 129 | 9 |
| 1.4 100 Siam S-5 | £14645 | 99 | 119 | 9 |
| 1.4 T150 Grand Siam | £16995 | 148 | 139 | 14 |
| CORSA 3dr hatch Very refined, stylish and practical. Engines not so good | ★★★★☆ | | | |
| 1.0i 90 S-5 Design | £12910 | 89 | 102 | 9 |
| 1.0i 90 S-5 SRI | £13605 | 89 | 102 | 9 |
| 1.0i 90 S-5 SE | £14250 | 89 | 102 | 9 |
| 1.0i 115 S-5 Sting | £10825 | 113 | - | 12 |
| 1.0i 115 S-5 Sting R | £11175 | 113 | - | 12 |
| 1.0i 115 S-5 SRI VX-Line | £14640 | 113 | - | 12 |
| 1.2i 70 Life | £11080 | 69 | 126 | 2 |
| 1.2i 70 Sting | £9175 | 69 | 126 | 2 |
| 1.2i 70 Design | £11080 | 69 | 126 | 2 |
| 1.2i 70 SRI | £11775 | 69 | 126 | 2 |
| 1.2i 70 SRI VX-Line | £12810 | 69 | 126 | 2 |
| 1.2i 70 SE | £12420 | 69 | 126 | 2 |
| 1.4i 90 Life | £11425 | 89 | 121 | 6 |
| 1.4i 90 Sting | £9520 | 89 | 121 | - |
| 1.4i 90 Design | £11425 | 89 | 121 | - |
| 1.4i 90 Easytronic Design | £12080 | 89 | 119 | - |
| 1.4i 90 SRI | £12120 | 89 | 121 | - |
| 1.4i 90 SRI VX-Line | £13155 | 89 | 121 | - |
| 1.4i 90 SE | £12765 | 89 | 121 | - |
| 1.4i 100 Turbo SRI | £12775 | 99 | 119 | 10 |
| 1.4i 100 Turbo SRI VX-Line | £13810 | 99 | 119 | 10 |
| 1.4i 100 Turbo SE | £13420 | 99 | 119 | 10 |
| 1.3 CDTi 75 S-5 Life | £13330 | 74 | 99 | 6 |
| 1.3 CDTi 75 S-5 Design | £13330 | 74 | 99 | 6 |
| 1.3 CDTi 75 S-5 SRI | £14025 | 74 | 99 | - |
| 1.3 CDTi 75 S-5 SRI VX-Line | £15060 | 74 | 99 | - |
| 1.3 CDTi 75 S-5 SE | £14670 | 74 | 99 | - |
| 1.3 CDTi 95 S-5 SRI | £14525 | 94 | 85 | 9 |
| 1.3 CDTi 95 S-5 SRI VX-Line | £15560 | 94 | 85 | - |
| 1.3 CDTi 95 S-5 SE | £15170 | 94 | 85 | - |
| CORSA 5dr hatch Very refined, stylish and practical. Engines not so good | ★★★★☆ | | | |
| 1.0i 90 S-5 Design | £13510 | 89 | 102 | 9 |
| 1.0i 90 S-5 SRI | £14205 | 89 | 102 | 9 |
| 1.0i 90 S-5 SE | £14850 | 89 | 102 | 9 |
| 1.0i 115 S-5 Sting | £11425 | 113 | - | 12 |
| 1.0i 115 S-5 SRI VX-Line | £15240 | 113 | - | 12 |
| 1.2i 70 Life | £11680 | 69 | 126 | 2 |
| 1.2i 70 Sting | £9775 | 69 | 126 | 2 |
| 1.2i 70 Design | £12745 | 69 | 126 | 2 |
| 1.2i 70 SRI | £12375 | 69 | 126 | 2 |
| 1.2i 70 SRI VX-Line | £13410 | 69 | 126 | 2 |
| 1.2i 70 SE | £13020 | 69 | 126 | 2 |
| 1.4i 90 Life | £12025 | 89 | 121 | - |
| 1.4i 90 Sting | £10120 | 89 | 121 | - |
| 1.4i 90 Design | £12025 | 89 | 121 | - |
| 1.4i 90 Easytronic Design | £12680 | 89 | 119 | - |
| 1.4i 90 SRI | £12720 | 89 | 121 | - |
| 1.4i 90 SRI VX-Line | £13755 | 89 | 121 | - |
| 1.4i 90 SE | £13365 | 89 | 121 | - |
| 1.4i 100 Turbo SRI | £13375 | 99 | 119 | 10 |
| 1.4i 100 Turbo SRI VX-Line | £14410 | 99 | 119 | 10 |
| 1.4i 100 Turbo SE | £14020 | 99 | 119 | 10 |
| 1.3 CDTi 75 S-5 Life | £13930 | 74 | 99 | - |
| 1.3 CDTi 75 S-5 Design | £13930 | 74 | 99 | - |
| 1.3 CDTi 75 S-5 SRI | £14625 | 74 | 99 | - |
| 1.3 CDTi 75 S-5 SRI VX-Line | £15660 | 74 | 99 | - |
| 1.3 CDTi 75 S-5 SE | £15270 | 74 | 99 | - |
| 1.3 CDTi 95 S-5 SRI | £15125 | 94 | 85 | - |
| 1.3 CDTi 95 S-5 SRI VX-Line | £16160 | 94 | 85 | - |
| 1.3 CDTi 95 S-5 SE | £15770 | 94 | 85 | - |
| ASTRA 5dr hatch Good handling, nice engines but over-gearred. Focus is better | ★★★★☆ | | | |
| 1.3 CDTi 95 ecoFLEX Design | £16835 | 94 | 104 | 9 |
| 1.4i VVT 100 Design | £15445 | 99 | 129 | 9 |
| 1.4i VVT 100 Excite | £17920 | 99 | 129 | 9 |
| 1.4i VVT 100 Tech Line | £16770 | 99 | 129 | 9 |
| 1.6 CDTi 110 ecoFLEX Design S- | £17735 | 108 | 97 | 9 |
| 1.6 CDTi 110 ecoFLEX Elite S- | £23175 | 108 | 97 | 9 |
| 1.6 CDTi 110 ecoFLEX SRI S- | £21740 | 108 | 97 | 9 |
| 1.6 CDTi 110 e FLEX Tec Ln S- | £18910 | 108 | 97 | 9 |
| 1.6 CDTi 136 ecoFLEX Elite S- | £23770 | 134 | 104 | 9 |
| 1.6 CDTi 136 ecoFLEX SRI S- | £22335 | 134 | 104 | 9 |
| 1.6 CDTi 136 ecoFLEX Design S- | £18330 | 134 | 104 | 9 |
| 1.6 CDTi 136 e FLEX Tec Ln S- | £19505 | 134 | 104 | 9 |
| 1.6 CDTi 110e FLEX Tec LnGT S- | £19770 | 108 | 97 | 9 |
| 1.6 CDTi 136e FLEX Tec LnGT S- | £20365 | 134 | 104 | 9 |
| 1.6i VVT 115 Design | £16160 | 114 | 147 | 12 |
| 1.6i VVT 115 Excite | £18635 | 114 | 147 | 12 |
| 1.6i VVT 115 Tech Line GT | £17610 | 114 | 147 | 12 |
| 1.6i VVT Tech Line | £17485 | 114 | 147 | 12 |
| 2.0 CDTi 165 e FLEX Tech LS-S | £19995 | 158 | 119 | 20 |
| 2.0 CDTi 165 Tech Line GT S- | £20855 | 158 | 119 | 21 |
| 1.4i VVT 100 SRI | £18865 | 99 | 129 | 9 |
| 1.4T SRI | £20220 | 138 | 138 | 17 |
| 1.6i VVT Elite | £21275 | 114 | 147 | 12 |
| 1.6i VVT SRI | £19580 | 114 | 147 | 12 |
| 2.0 CDTi 165 ecoFLEX Elite S- | £24260 | 158 | 119 | 21 |
| 2.0 CDTi 165 ecoFLEX SRI S- | £22825 | 158 | 119 | 21 |
| 2.0 CDTi 195 Biturbo S- | £24205 | 192 | 134 | 21 |
| ASTRA 5dr estate More composed than the hatch. A very decent small estate | ★★★★☆ | | | |
| 1.3 CDTi 95 ecoFLEX Design S- | £18200 | 94 | 109 | 9 |
| 1.4i VVT 100 Design | £16480 | 99 | 137 | 9 |
| 1.4i VVT 100 Tech Line | £17805 | 99 | 137 | 9 |
| 1.6 CDTi 110 ecoFLEX Elite S- | £24190 | 108 | 97 | 14 |
| 1.6 CDTi 110 e FLEX Design S- | £18755 | 108 | 97 | 14 |
| 1.6 CDTi 110 e FLEX SRI S- | £22755 | 108 | 97 | 14 |
| 1.6 CDTi 110 e FLEX Tech Ln S- | £19930 | 108 | 97 | 14 |
| 1.6 CDTi 136 ecoFLEX Elite S- | £24785 | 134 | 104 | 14 |
| 1.6 CDTi 136 e FLEX Design S- | £19350 | 134 | 104 | 14 |
| 1.6 CDTi 136 e FLEX SRI S- | £23350 | 134 | 104 | 14 |
| 1.6 CDTi 136 e FLEX Tech Ln S- | £20525 | 134 | 104 | 14 |
| 1.6i VVT 115 Design | £17145 | 114 | 149 | 12 |
| 1.6i VVT 115 Elite | £22295 | 114 | 149 | 12 |
| 1.6i VVT Tech Line | £18505 | 114 | 149 | 12 |
| 2.0 CDTi 165 Elite S- | £25275 | 162 | 124 | 20 |
| 2.0 CDTi 165 Tech Line S- | £21015 | 162 | 124 | 20 |
| 1.6i VVT SRI | £20600 | 114 | 149 | 12 |
| 2.0 CDTi 165 SRI S- | £23840 | 162 | 124 | 21 |
| 2.0 CDTi 195 Biturbo S- | £25220 | 192 | 134 | 21 |
| ASTRA GTC 3dr coupé Good looking three-door hatch with the dynamics to match | ★★★★☆ | | | |
| 1.4T 16v 140 Sport auto | £21570 | 118 | 159 | 16 |
| 1.4T 16v 140 SRI auto | £22795 | 118 | 159 | 16 |
| 1.6T 200 Sport S- | £21595 | 202 | 168 | 25 |
| 1.6T 200 SRI S- | £22820 | 202 | 168 | 25 |
| 2.0 CDTi 165 Sport auto | £23780 | 163 | 149 | 20 |
| 2.0 CDTi 165 SRI auto | £25005 | 163 | 149 | 20 |
| 1.4T 16v 120 Sport S- | £19355 | 118 | 139 | 13 |
| 1.4T 16v 120 Sport S- | £20245 | 138 | 139 | 16 |
| 1.4T 16v 120 SRI S- | £21070 | 118 | 139 | 14 |
| 1.4T 16v 140 SRI S- | £21470 | 138 | 139 | 16 |
| 2.0T 280 VXR | £27620 | 276 | 189 | 35 |
| 2.0 CDTi 6TC Sp. 165 | £22300 | 163 | 127 | 20 |
| 2.0 CDTi 6TC SRI 165 | £23525 | 163 | 127 | 20 |
| 2.0 CDTi 195 Biturbo S- | £24520 | 192 | 129 | - |
| CASCADA 2dr open Comfortable and credible alternative to the usual ragtops | ★★★★☆ | | | |
| 1.6T 200 200 Elite | £29510 | 202 | 168 | 24 |
| 1.6T 200 SE | £26615 | 202 | 168 | 24 |
| 1.4T 140 SE S- | £24500 | 138 | 148 | 20 |
| 1.4T 140 Elite S- | £27875 | 138 | 148 | 21 |
| 1.6T S170 SE Au | £27600 | 168 | 168 | 24 |
| 2.0 CDTi 165 SE S- | £30495 | 168 | 168 | 24 |
| 2.0 CDTi 165 SE S- | £26480 | 163 | 138 | 23 |
| 2.0 CDTi 195 Biturbo Elite S- | £28580 | 163 | 138 | 23 |
| INSIGNIA 3dr hatch Nearly as good as a Mondeo. | ★★★★☆ | | | |
| 1.4T 140 SRI Nav | £20394 | 138 | 123 | 15 |
| 1.6T 170 Elite Nav | £24229 | 168 | 139 | 20 |
| 1.8i VVT Design Nav | £17679 | 138 | 164 | 14 |
| 1.8i VVT SRI Nav | £19479 | 138 | 164 | 14 |
| 2.0 CDTi 120 Design Nav | £19934 | 118 | 99 | 15 |
| 2.0 CDTi 120 Elite Nav | £24114 | 118 | 99 | 16 |
| 2.0 CDTi 120 SRI Nav | £21734 | 118 | 99 | 15 |
| 2.0 CDTi 120 SRI VX-Line Nav | £22954 | 118 | 99 | 16 |
| 2.0 CDTi 130 Design | £18244 | 128 | 112 | 16 |
| 2.0 CDTi 130 Design Nav | £19094 | 128 | 112 | 16 |
| 2.0 CDTi 130 Energy | £21614 | 128 | 112 | 16 |
| 2.0 CDTi 130 SE | £20044 | 128 | 112 | 16 |
| 2.0 CDTi 130 SRI | £20044 | 128 | 112 | 16 |
| 2.0 CDTi 130 SRI Nav | £20894 | 128 | 112 | 16 |
| 2.0 CDTi 130 SRI VX-Line | £21264 | 128 | 112 | 16 |
| 2.0 CDTi 130 SRI VX-Line Nav | £22114 | 128 | 112 | 16 |
| 2.0 CDTi 140 SRI Nav | £20184 | 138 | 99 | 18 |
| 2.0 CDTi 140 Elite Nav | £24364 | 138 | 99 | 19 |
| 2.0 CDTi 140 SRI Nav | £21984 | 138 | 99 | 19 |
| 2.0 CDTi 140 SRI VX-Line Nav | £23204 | 138 | 99 | 19 |
| 2.0 CDTi 170 SRI Nav | £22134 | 168 | 114 | 20 |
| 2.0 CDTi 195 Biturbo SRI Nav | £25804 | 192 | 125 | 24 |
| 2.0 CDTi 195BiturboEliteNav | £28359 | 192 | 149 | 24 |
| 2.0 CDTi 195BiturboSRI VX-LNav | £27024 | 192 | 125 | 24 |
| 2.0T 250 Elite Nav | £24712 | 247 | 169 | 26 |
| 2.0T 250 SRI VX-Line Nav | £32654 | 247 | 169 | 26 |
| 2.8T VXR Supersport | £30129 | 321 | 249 | 37 |
| 1.4T 140 Design Nav | £17744 | 138 | 123 | 15 |
| 1.4T 140 Design Nav | £18594 | 138 | 123 | 15 |
| 1.4T 140 Energy | £21199 | 138 | 123 | 15 |
| 1.4T 140 SRI | £19544 | 138 | 123 | 15 |
| 1.4T 140 SE | £19544 | 138 | 123 | 15 |
| 1.4T 140 Tech Line | £20394 | 138 | 123 | 15 |
| 1.6T 170 Elite | £23379 | 168 | 139 | 20 |
| 1.8i VVT Design | £16829 | 138 | 164 | 14 |
| 1.8 VVT SRI | £20284 | 138 | 164 | 15 |
| 1.8 VVT SRI | £18629 | 138 | 164 | 14 |
| 2.0T 250 SRI VX-Line | £22804 | 247 | 169 | 26 |
| 2.0T 250 Elite | £23964 | 247 | 169 | 26 |
| 2.0 CDTi 120 Design | £19084 | 118 | 99 | 15 |
| 2.0 CDTi 120 Energy | £22454 | 118 | 99 | 16 |
| 2.0 CDTi 120 SRI | £20884 | 118 | 99 | 15 |
| 2.0 CDTi 120 SRI VX-Line | £22104 | 118 | 99 | 16 |
| 2.0 CDTi 120 SE | £20884 | 118 | 99 | 15 |
| 2.0 CDTi 120 Elite | £2326 | | | |

AUTOCAR TOP FIVES

Large SUVs



1 Range Rover Sport From £60,000
Now bigger and better. A cut-price Range Rover rather than a jumped-up Discovery – and the best here by a mile. ★★★★★



2 Porsche Cayenne From £50,000
The current model is more agile, more stylish and more sporty-feeling than before. A great interior, too. ★★★★★



3 BMW X5 From £43,000
Remains an accomplished and luxurious product. Trumped by others in the driving department now, though. ★★★★★



4 Land Rover Discovery From £40,000
Looks like an outmoded hulk in this list, but it can still do everything you'd ever want it to. Seven seats, too. ★★★★★



5 Volkswagen Touareg From £42,000
VW's biggest SUV is a well-balanced blend of solid dynamics, good price and usable, comfortable interior. ★★★★★

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| Make and Model | Price | Bhp | CO ₂ g/km | Insurance group |
|--|--------|-----|----------------------|-----------------|
| BEETLE 2dr open Huge improvement, but Golf underneath is superior ★★★★★ | | | | |
| 1.2 TSI 105 | £19230 | 104 | 129 | 15 |
| 1.2 TSI 105 Design | £21625 | 104 | 129 | 16 |
| 1.4 TSI 150 Design | £23515 | 148 | 138 | 22 |
| 1.4 TSI 150 Sport | £25115 | 148 | 138 | 22 |
| 2.0 TDI 110 | £21040 | 108 | 115 | 15 |
| 2.0 TDI 110 Design | £23415 | 108 | 115 | 16 |
| 2.0 TDI 150 Design | £24245 | 148 | 120 | 23 |
| 2.0 TDI 150 Sport | £25845 | 148 | 120 | 23 |
| 2.0 TSI 220 Sport | £26345 | 217 | 154 | 29 |
| CC 4dr saloon Loses a name and adds some flair, but never compels ★★★★★ | | | | |
| 1.4 TSI 160 BMT | £25050 | 158 | 144 | 27 |
| 2.0 TDI 177 BMT GT | £29820 | 177 | 120 | 27 |
| 2.0 TSI 210 GT | £29285 | 208 | 169 | 29 |
| 2.0 TSI 210 R-Line | £29935 | 208 | 169 | 29 |
| 2.0 TDI 140 BMT | £26115 | 138 | 119 | 23 |
| 2.0 TDI 140 BMT GT | £27695 | 138 | 119 | 24 |
| 2.0 TDI 177 BMT R-Line | £30470 | 177 | 120 | 28 |
| EOS 2dr cc Pleasant and predictable drive. Feeling old now ★★★★★ | | | | |
| 1.4 TSI 160 Sport | £27610 | 158 | 157 | 24 |
| 2.0 TSI 210 Sport | £29610 | 208 | 165 | 30 |
| 2.0 TDI Blue Tech Sp. | £28185 | 138 | 125 | 23 |
| 2.0 TDI Blue Tech Exec. | £31325 | 138 | 125 | 23 |
| SCIROCCO 3dr coupé A complete coupe. Entertaining, practical and stylish ★★★★★ | | | | |
| 1.4 TSI 125 | £20735 | 123 | 125 | 22 |
| 1.4 TSI 125 GT | £22585 | 123 | 125 | 23 |
| 2.0 TSI 180 | £22790 | 178 | 142 | 31 |
| 2.0 TSI 220 GT | £26125 | 217 | 142 | 37 |
| 2.0 TSI 220 R-Line | £28195 | 217 | 139 | 37 |
| 2.0 TSI 280 R | £32580 | 276 | 187 | 42 |
| 2.0 TDI 150 | £23455 | 148 | 109 | 27 |
| 2.0 TDI 150 GT | £25305 | 148 | 109 | 28 |
| 2.0 TDI 150 R-Line | £27375 | 148 | 109 | 28 |
| 2.0 TDI 184 GT | £26305 | 181 | 115 | 31 |
| 2.0 TDI 184 R-Line | £28375 | 181 | 115 | 31 |
| PASSAT 4dr saloon Supremely well-executed family-sized prospect ★★★★★ | | | | |
| 1.6 TDI 120 S | £22320 | 118 | 105 | 15 |
| 1.6 TDI 120 SE | £23460 | 118 | 105 | 16 |
| 1.6 TDI 120 SE Business | £24115 | 118 | 105 | 16 |
| 1.6 TDI 120 GT | £25420 | 118 | 109 | 13 |
| 2.0 TDI 150 S | £23445 | 148 | 106 | 21 |
| 2.0 TDI 150 SE | £24585 | 148 | 106 | 19 |
| 2.0 TDI 150 SE Business | £25240 | 148 | 106 | 19 |
| 2.0 TDI 150 GT | £26545 | 148 | 109 | 19 |
| 2.0 TDI 150 R-Line | £27540 | 148 | 109 | 19 |
| 2.0 TDI SCR 190 GT | £27895 | 187 | 107 | 22 |
| 2.0 TDI SCR 190 R-Line | £28890 | 187 | 107 | 23 |
| 2.0 TDI 240 BITDI SCR GT | £34625 | 237 | 139 | 28 |
| 2.0 TDI 240 BITDI SCR R-Line | £35620 | 237 | 139 | 28 |
| PASSAT 5dr estate Supremely well-executed family-sized prospect ★★★★★ | | | | |
| 1.6 TDI 120 GT | £26970 | 118 | 110 | 13 |
| 1.6 TDI 120 S | £23870 | 118 | 107 | 15 |
| 1.6 TDI 120 SE | £25010 | 118 | 107 | 12 |
| 1.6 TDI 120 SE Business | £25665 | 118 | 107 | 12 |
| 2.0 TDI 150 GT | £28095 | 148 | 110 | 19 |
| 2.0 TDI 150 R-Line | £29090 | 148 | 110 | 19 |
| 2.0 TDI 150 S | £24995 | 148 | 107 | 21 |
| 2.0 TDI 150 SE | £26135 | 148 | 107 | 21 |
| 2.0 TDI 150 SE Business | £26790 | 148 | 107 | 19 |
| 2.0 TDI 190 SCR GT | £29445 | 187 | 110 | 22 |
| 2.0 TDI 190 SCR R-Line | £30440 | 187 | 110 | 23 |
| 2.0 TDI 240 BITDI SCR GT | £36175 | 237 | 140 | 28 |
| 2.0 TDI 240 BITDI SCR R-Line | £37170 | 237 | 140 | 28 |
| PHAEON 4dr saloon Big VW feels old now, and struggles to justify its price ★★★★★ | | | | |
| 3.0 V6 TDI 240 SWB | £55550 | 236 | 224 | 45 |
| 3.0 V6 TDI 240 LWB | £58110 | 236 | 224 | 45 |
| TOURAN 5dr mpv Good chassis but little inspiration. Bland appearance ★★★★★ | | | | |
| 2.0 TDI 177 Sport | £28500 | 177 | 150 | 24 |
| 1.2 TSI 105 S | £19940 | 104 | 149 | 12 |
| 1.4 TSI 140 SE | £23750 | 138 | 159 | 18 |
| 1.6 TDI 105 Blue Tech S | £21750 | 104 | 121 | 14 |
| 1.6 TDI 105 BlueTech SE | £23855 | 104 | 121 | 14 |
| 2.0 TDI 140 Blue Tech S | £25620 | 138 | 127 | 19 |
| 2.0 TDI 140 BlueTech Sp. | £27080 | 138 | 127 | 19 |
| SHARAN 5dr mpv Refined, flexible big MPV. Seat version is cheaper ★★★★★ | | | | |
| 2.0 TDI 177 SE | £30730 | 177 | 152 | 23 |
| 2.0 TDI 177 SEL | £33630 | 177 | 152 | 23 |
| 1.4 TSI 150 S | £25500 | 148 | 167 | 16 |
| 1.4 TSI 150 SE | £27810 | 148 | 167 | 16 |
| 2.0 TSI 200 SEL DSG | £33955 | 197 | 198 | 25 |
| 2.0 TDI 115 S | £26065 | 113 | 146 | 14 |
| 2.0 TDI 140 S | £26815 | 138 | 146 | 18 |
| 2.0 TDI 140 SE | £29125 | 138 | 146 | 18 |
| 2.0 TDI 140 SEL | £32025 | 138 | 146 | 18 |
| 2.0 TDI 140 Exec | £32275 | 138 | 146 | 18 |
| TIGUAN 5dr 4x4 Dull but capable soft-roader. Pricey, but good ride and handling ★★★★★ | | | | |
| 1.4 TSI 160 BMT Match 2WD | £23955 | 158 | 156 | 21 |
| 1.4 TSI 160 Match 4WD | £25645 | 158 | 178 | 21 |
| 2.0 TDI 140 BMT Match 2WD | £25150 | 138 | 138 | 18 |
| 2.0 TDI 140 BMT Match 4WD | £26920 | 138 | 150 | 19 |
| 2.0 TDI 177 BMT Match 4WD | £27925 | 175 | 151 | 23 |
| 2.0 TDI 180 Match 4WD | £26485 | 178 | 198 | 24 |
| 1.4 TSI 160 Blue Tech S | £21960 | 158 | 156 | 18 |
| 2.0 TDI 180 Match 4WD | £23650 | 158 | 178 | 18 |
| 2.0 TSI 210 R-Line 4WD | £29180 | 208 | 199 | 22 |
| 2.0 TDI 110 BMT 4WD | £22605 | 109 | 138 | 14 |
| 2.0 TDI 140 BMT 2WD | £23155 | 138 | 138 | 17 |
| 2.0 TDI 140 BMT 4WD | £24925 | 138 | 150 | 17 |
| 2.0 TDI 140 BMT Escape 4WD | £27610 | 138 | 150 | 18 |
| 2.0 TDI 140 BMT R-Line 4WD | £28750 | 138 | 150 | 18 |
| 2.0 TDI 177 BMT R-Line 4WD | £29755 | 175 | 151 | 23 |
| TOUAREG 5dr 4x4 Good value, and a great blend of comfort and deftness ★★★★★ | | | | |
| 3.0 V6 TDI 204 SE | £43605 | 204 | 173 | 39 |
| 3.0 V6 TDI 204 R-Line | £46605 | 204 | 173 | 40 |
| 3.0 V6 TDI 262 SE | £45405 | 258 | 174 | 42 |
| 3.0 V6 TDI 262 R-Line | £48405 | 258 | 174 | 42 |
| 3.0 V6 TDI 262 Escape | £45605 | 258 | 180 | 42 |
| CARAVELLE 5dr mpv Rugged workhorse to carry people ★★★★★ | | | | |
| 2.0 TDI 140 SE SWB | £36006 | 138 | 189 | 25 |
| 2.0 TDI 140 SE 4Mol. SWB | £38484 | 138 | 206 | 26 |
| 2.0 TDI 140 SE LWB | £38190 | 138 | 189 | 23 |
| 2.0 TDI 140 Exec SWB | £38856 | 138 | 189 | 25 |
| 2.0 TDI 140 Exec 4Mol. SWB | £41304 | 138 | 206 | 26 |
| 2.0 BITDI 180 SE SWB | £38070 | 177 | 192 | 29 |
| 2.0 BITDI 180 SE 4Mol. SWB | £40926 | 177 | 208 | 31 |
| 2.0 BITDI 180 SE LWB | £40254 | 177 | 192 | 30 |
| 2.0 BITDI 180 Exec SWB | £40920 | 177 | 192 | 30 |
| 2.0 BITDI 180 Exec DSG | £42840 | 177 | 199 | 30 |
| 2.0 BITDI 180 Business SWB DSG | £46862 | 177 | 214 | 38 |
| 2.0 BITDI 180 Bus. 4Mol. SWB DSG | £71553 | 177 | 232 | 39 |
| 2.0 BITDI 180 Ex. 4Mol. SWB | £43776 | 177 | 208 | 31 |
| VOLVO | | | | |
| V40 5dr hatch New hatchback adds Swedish flavour to stock Ford platform ★★★★★ | | | | |
| 1.6 T2 120 ES | £19195 | 118 | 124 | 19 |
| 1.6 T2 120 ES Nav | £19995 | 118 | 124 | 19 |
| 1.6 T2 120 SE | £20720 | 118 | 124 | 19 |
| 1.6 T2 120 SE Nav | £21520 | 118 | 124 | 19 |
| 1.6 T2 120 SE Lux Nav | £23520 | 118 | 124 | 20 |
| 1.6 T2 120 R-Design | £21495 | 118 | 124 | 19 |
| 1.6 T2 120 R-Design Nav | £22295 | 118 | 124 | 19 |
| 1.6 T2 120 R-Design Lux Nav | £23970 | 118 | 124 | 21 |
| 1.6 T3 150 ES | £20945 | 148 | 124 | 20 |
| 1.6 T3 150 SE | £21945 | 148 | 124 | 21 |
| 1.6 T3 150 SE Nav | £22670 | 148 | 124 | 21 |
| 1.6 T3 150 SE Lux Nav | £23470 | 148 | 124 | 21 |
| 1.6 T3 150 R-Design | £23445 | 148 | 124 | 20 |
| 1.6 T3 150 R-Design Nav | £24245 | 148 | 124 | 21 |
| 1.6 T3 150 R-Design Lux Nav | £25920 | 148 | 124 | 22 |
| 1.6 T4 180 SE Lux Nav | £26970 | 177 | 129 | 26 |
| 1.6 T4 180 R-Design Lux Nav | £27420 | 177 | 129 | 26 |
| 1.6 T4 180 C-Country Lux Nav | £27970 | 177 | 129 | 24 |
| 2.5 T5 254 C-City Lux Nav | £31700 | 251 | 189 | 35 |
| 2.5 T5 254 C-City Lux Nav AWD | £34100 | 251 | 194 | 30 |
| 1.6 D2 115 ES | £21195 | 113 | 88 | 17 |
| 1.6 D2 115 ES Nav | £21995 | 113 | 88 | 17 |
| 1.6 D2 115 SE | £22720 | 113 | 88 | 17 |
| 1.6 D2 115 SE Nav | £23520 | 113 | 88 | 17 |
| 1.6 D2 115 SE Lux | £24520 | 113 | 88 | 18 |
| 1.6 D2 115 SE Lux Nav | £25520 | 113 | 88 | 18 |
| 1.6 D2 115 R-Design | £23295 | 113 | 88 | 17 |
| 1.6 D2 115 R-Design Nav | £24295 | 113 | 88 | 17 |
| 1.6 D2 115 R-Design Lux | £24970 | 113 | 88 | 18 |
| 1.6 D2 115 R-Design Lux Nav | £25970 | 113 | 88 | 18 |
| 1.6 D2 115 C-Country SE | £23520 | 113 | 99 | 16 |
| 1.6 D2 115 C-Country SE Nav | £24520 | 113 | 99 | 16 |
| 1.6 D2 115 C-Country Lux | £25520 | 113 | 99 | 17 |
| 1.6 D2 115 C-Country Lux Nav | £26520 | 113 | 99 | 17 |
| 2.0 D3 150 SE | £23770 | 148 | 114 | 22 |
| 2.0 D3 150 SE Nav | £24570 | 148 | 114 | 22 |
| 2.0 D3 150 SE Lux Nav | £26570 | 148 | 114 | 23 |
| 2.0 D3 150 R-Design | £24545 | 148 | 114 | 21 |
| 2.0 D3 150 R-Design Nav | £25345 | 148 | 114 | 22 |
| 2.0 D3 150 R-Design Lux Nav | £27020 | 148 | 114 | 23 |
| 2.0 D3 150 C-Country SE | £24870 | 148 | 117 | 21 |
| 2.0 D3 150 C-Country SE Nav | £25670 | 148 | 117 | 21 |
| 2.0 D3 150 C-Country Lux Nav | £27670 | 148 | 117 | 22 |
| 2.0 D4 190 SE | £25770 | 187 | 99 | 26 |
| 2.0 D4 190 SE Nav | £27770 | 187 | 99 | 27 |
| 2.0 D4 190 R-Design | £25745 | 187 | 99 | 25 |
| 2.0 D4 190 R-Design Nav | £26545 | 187 | 99 | 25 |
| 2.0 D4 190 R-Design Lux Nav | £28220 | 187 | 99 | 26 |
| 2.0 D4 190 C-Country SE Nav | £26870 | 187 | 112 | 24 |
| 2.0 D4 190 C-Country Lux Nav | £28770 | 187 | 112 | 24 |
| S60 4dr saloon T6 is rapid, all-weather sports car, if a niche choice ★★★★★ | | | | |
| 1.6 D2 R-Design Lux Nav S-S | £31745 | 113 | 103 | 20 |
| 1.6 D2 R-Design Lux S-S | £30745 | 113 | 103 | 20 |
| 1.6 D2 R-Design Nav S-S | £29245 | 113 | 103 | 19 |
| 1.6 D2 R-Design S-S | £28245 | 113 | 103 | 18 |
| 1.6 D2 SE Lux Nav S-S | £30045 | 113 | 103 | 19 |
| 1.6 D2 SE Lux S-S | £29045 | 113 | 103 | 19 |
| 1.6 D2 SE Nav S-S | £27745 | 113 | 103 | 18 |
| 1.6 D2 SE S-S | £26745 | 113 | 103 | 18 |
| 1.6 T3 R-Design Nav S-S | £28305 | 148 | 135 | 23 |
| 1.6 T3 SE Nav S-S | £26805 | 148 | 135 | 23 |
| 2.0 D3 R-Design Lux Nav S-S | £32595 | 134 | 114 | 25 |
| 2.0 D3 R-Design Lux S-S | £31795 | 134 | 114 | 25 |
| 2.0 D3 R-Design Nav S-S | £30095 | 134 | 114 | 24 |
| 2.0 D3 SE Lux Nav S-S | £30895 | 134 | 114 | 24 |
| 2.0 D3 SE Lux S-S | £28595 | 134 | 114 | 23 |
| 2.0 D4 R-Design Lux Nav S-S | £33845 | 178 | 99 | 29 |
| 2.0 D4 R-Design Lux S-S | £32645 | 178 | 99 | 29 |
| 2.0 D4 R-Design Nav S-S | £31345 | 178 | 99 | 28 |
| 2.0 D4 R-Design S-S | £30145 | 178 | 99 | 28 |
| 2.0 D4 SE Lux Nav S-S | £32145 | 178 | 99 | 29 |
| 2.0 D4 SE Lux S-S | £30945 | 178 | 99 | 29 |
| 2.0 D4 SE Nav S-S | £29845 | 178 | 99 | 28 |
| 2.0 D4 SE S-S | £28645 | 178 | 99 | 27 |
| 2.0 D5 R-Design Lux Nav S-S | £35395 | 212 | 119 | 31 |
| 2.0 D5 R-Design Lux S-S | £32895 | 212 | 119 | 30 |
| 2.0 D5 SE Lux Nav S-S | £33695 | 212 | 119 | 30 |
| 2.0 D5 SE Lux S-S | £31005 | 148 | 135 | 21 |
| 1.6 T3 SE S-S | £26005 | 148 | 135 | 22 |
| 1.6 T3 R-Design S-S | £27505 | 148 | 135 | 23 |
| 1.6 D2 Business Edition S-S | £21745 | 113 | 103 | 17 |
| 2.0 D3 Business Edition S-S | £23395 | 134 | 114 | 22 |
| 2.0 D3 SE S-S | £27795 | 134 | 114 | 23 |

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ROAD TEST RESULTS

| Make and Model | Top speed | 0-60mph | 0-100mph | 30-70mph | 50-70mph | Braking 60-0mph | Power (bhp) | Torque (lb/ft) | Mph/1000rpm | Mpg test/forecast | Weight (kg) | TEST DATE |
|----------------|-----------|---------|----------|----------|----------|-----------------|-------------|----------------|-------------|-------------------|-------------|-----------|
|----------------|-----------|---------|----------|----------|----------|-----------------|-------------|----------------|-------------|-------------------|-------------|-----------|

| LOTUS | | | | | | | | | | | | | | |
|--------------------|-------|-----|-----|-----|------|-----|------|-----|-----|-----|------|-------|------|---------|
| ELISE 2dr roadster | ★★★★☆ | 1.6 | 127 | 6.7 | 21.1 | 7.1 | 14.3 | 2.9 | 134 | 118 | 24.7 | 39/42 | 900 | 26.5.10 |
| EVORA | ★★★★★ | 1.6 | 162 | 5.4 | 13.0 | 4.7 | 8.2 | 2.3 | 276 | 258 | 27.8 | 24/33 | 1382 | 26.8.09 |
| EVORA 2+2 | ★★★★★ | 1.6 | 162 | 5.4 | 13.0 | 4.7 | 8.2 | 2.3 | 276 | 258 | 27.8 | 24/33 | 1382 | 26.8.09 |
| EVORA S 2+0 | ★★★★★ | 1.6 | 172 | 4.5 | 11.3 | 4.0 | 6.8 | 2.4 | 345 | 295 | 34.8 | 21/26 | 1430 | 30.3.11 |
| EXIGE S 2dr coupé | ★★★★★ | 1.6 | 170 | 4.1 | 9.6 | 3.7 | 5.5 | 2.5 | 345 | 295 | 27 | 21/30 | 1176 | 3.4.13 |
| Exige S | ★★★★★ | 1.6 | 170 | 4.1 | 9.6 | 3.7 | 5.5 | 2.5 | 345 | 295 | 27 | 21/30 | 1176 | 3.4.13 |

| | | | | | | | | | | | | |
|-----------------------------|--------|-----|-----|------|-----|------|-----|-----|-----|------|-------|--------------|
| MASERATI | | | | | | | | | | | | |
| GRANTURISMO 2dr coupé ★★★★★ | 4.2 GT | 177 | 5.6 | 13.0 | 4.9 | *2.8 | 2.8 | 400 | 339 | 32.1 | 18/27 | 1975 2.2.08 |
| GRANCABRIO 2dr open ★★★★★ | 4.7 V8 | 175 | 5.1 | 11.9 | 4.5 | 11.2 | 2.4 | 433 | 362 | 32.1 | 17/22 | 2085 14.7.10 |
| Ghibli 4dr saloon ★★★★★ | Diesel | 155 | 6.5 | 17.2 | 6.0 | 5.1 | 2.7 | 271 | 443 | 43.3 | 31/40 | 1835 12.3.14 |

| MAZDA | | | | | | | | | | | | |
|-------------------------------|----------------|-----|------|------|------|------|-----|-----|-----|------|-------|--------------|
| 2.5dr hatch ★★★★★ | 1.5 Sky/v-G SE | 114 | 10.4 | 38.0 | 7.0 | 20.2 | 3.1 | 89 | 109 | 27.9 | 51/55 | 1050 22.4.15 |
| 3.5dr hatch ★★★★★ | 2.2 SE-L | 130 | 9.0 | 26.6 | 9.1 | 9.9 | 3.0 | 148 | 280 | 29.7 | 46/60 | 1470 4.12.13 |
| 5.5dr MPV ★★★★★ | 1.6D Sport | 111 | 12.5 | — | 13.4 | 11.1 | 2.9 | 113 | 199 | 31.3 | 35/40 | 1555 16.2.11 |
| 6.4dr saloon/5dr estate ★★★★★ | 2.2 Sport Nav | 139 | 7.9 | 21.2 | 7.1 | 7.9 | 2.7 | 173 | 309 | 35 | 44/56 | 1480 23.1.13 |
| MX-3 5dr hatch ★★★★★ | 1.5D SE-L Nav | 110 | 10.3 | 34.7 | 10.3 | 10.3 | — | 104 | 199 | 34.8 | 59/60 | 1275 22.7.15 |
| CX-5 5dr hatch ★★★★★ | 2.2 Sport Nav | 126 | 9.4 | 28.0 | 9.1 | 9.7 | 2.3 | 148 | 280 | 34.9 | 24/55 | 1575 13.6.12 |

| | | | | | | | | | | | | |
|-------------------------------|---------------|-----|-----|-----|-----|-----|-----|-----|-----|------|--------|--------------|
| MCLAREN | | | | | | | | | | | | |
| 650S 2dr coupé/roadster ★★★★★ | 3.8 V8 Spider | 204 | 3.2 | 6.3 | 2.2 | 5.9 | 2.5 | 641 | 500 | 35.4 | 18/24 | 1468 30.7.13 |
| P1 2dr coupé ★★★★★ | P1 | 217 | 2.8 | 5.2 | 2.2 | 6.0 | 2.3 | 903 | 664 | 36.0 | 19.6/- | - 7.5.14 |

| | | | | | | | | | | | | |
|----------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|------|-------|--------------|
| MERCEDES-AMG | | | | | | | | | | | | |
| C63 4dr saloon ★★★★★ | C63 | 155 | 4.4 | 9.7 | 3.4 | 7.5 | 2.7 | 469 | 479 | 38.1 | 19/25 | 1715 3.6.15 |
| GT 2dr coupé ★★★★★ | S | 193 | 3.6 | 7.8 | 2.8 | 5.5 | 2.5 | 503 | 479 | 34.7 | 20/29 | 1715 29.7.15 |

| MERCEDES-BENZ | | | | | | | | | | | | |
|---|-----|------|------|------|------|-----|-----|------|-------|-------|---------|---------|
| A-CLASS 5dr hatch ★★★★★ | | | | | | | | | | | | |
| A200 CDI Sport | 130 | 8.9 | 28.3 | 9.0 | 10.1 | 2.5 | 134 | 221 | 37.1 | 48/58 | 1475 | 7.11.12 |
| A45 AMG | 168 | 4.2 | 11.5 | 4.3 | 4.5 | 2.8 | 355 | 322 | 38.1 | 27/37 | 1555 | 14.8.13 |
| B-CLASS 5dr MPV ★★★★★ | | | | | | | | | | | | |
| B200 CDI Sport | 130 | 9.4 | 28.8 | 9.6 | 11.9 | 2.7 | 134 | 221 | 37.8 | 20/52 | 1495 | 29.2.12 |
| C-CLASS 4dr ★★★★★ | | | | | | | | | | | | |
| C63 AMG Black 186 | 400 | 9.2 | 3.3 | 7.5 | 2.66 | 510 | 457 | 37.2 | 15/25 | 1775 | 5.9.12 | |
| NEW C-CLASS 4dr ★★★★★ | | | | | | | | | | | | |
| C220 Bluetec | 145 | 8.1 | 22.9 | 8.1 | 11.7 | 2.8 | 168 | 295 | 42.4 | 41/51 | 1700 | 23.7.14 |
| CLA 4dr coupé ★★★★★ | | | | | | | | | | | | |
| 220 CDI Sport | 143 | 8.3 | 23.1 | 8.0 | 4.8 | 2.9 | 168 | 258 | 37.3 | 44/54 | 1525 | 26.6.13 |
| SLK 2dr cc ★★★★★ | | | | | | | | | | | | |
| SLK 200 | 149 | 7.5 | 18.9 | 7.0 | 9.9 | 2.8 | 181 | 184 | 31.3 | 30/41 | 1485 | 27.7.11 |
| E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★ | | | | | | | | | | | | |
| E250 CDI auto | 149 | 7.7 | 20.3 | 7.4 | *4.4 | 2.9 | 201 | 367 | 34.8 | 36/42 | 1780 | 24.6.09 |
| E350 CDI estate/149 | 6.9 | 19.2 | 6.9 | *4.0 | 2.9 | 228 | 398 | 38.9 | 29/36 | 1995 | 17.2.10 | |
| E250 CGI cab | 155 | 7.4 | 19.6 | 7.5 | 4.5 | 2.4 | 201 | 229 | 30.0 | 26/36 | 1745 | 14.4.10 |
| CLS 4dr coupé/5dr estate ★★★★★ | | | | | | | | | | | | |
| 350 BlueEFF. | 155 | 6.5 | 16.0 | 5.7 | *3.3 | 2.5 | 302 | 273 | 37.6 | 29/38 | 1775 | 13.4.11 |
| 350CDI S'Brake | 155 | 7.0 | 18.5 | 6.4 | *3.8 | 2.9 | 261 | 457 | 39.6 | 36/43 | 1980 | 9.1.13 |

| | | | | | | | | | | | | |
|-------------------|---------------|-----|------|------|------|------|-----|-----|-----|------|-------|---------------|
| MG | | | | | | | | | | | | |
| 3.5dr hatch ★★★★★ | 1.5 3Form Spt | 108 | 11.4 | 41.5 | 11.6 | 19.6 | 2.8 | 105 | 101 | 22.2 | 37/41 | 1150 25.12.13 |
| 6.5dr hatch ★★★★★ | 1.8 T | 120 | 8.8 | 25.8 | 9.2 | 11 | 2.8 | 158 | 159 | 28 | 29/37 | 1525 11.5.11 |

| | | | | | | | | | | | | |
|--------------------------------|---------------|-----|------|------|------|------|-----|-----|-----|------|-------|---------------|
| MINI | | | | | | | | | | | | |
| 220 CDI SE ★★★★★ | Cooper S | 146 | 6.9 | 17.1 | 5.9 | 6.7 | 2.5 | 189 | 221 | 26.4 | 35/54 | 1235 2.4.14 |
| JCW GP | | 150 | 6.6 | 14.9 | 5.2 | 5.6 | 2.4 | 215 | 192 | 23.6 | 34/45 | 1160 20.2.13 |
| COUNTRYMAN 5dr hatch ★★★★★ | Cooper D All4 | 115 | 11.1 | - | 11.5 | 16.1 | 2.6 | 110 | 199 | 34.8 | 39/43 | 1475 29.9.10 |
| COUPE 2dr coupé ★★★★★ | JCW | 149 | 7.2 | 17.0 | 6.0 | 6.0 | 2.8 | 208 | 207 | 23.9 | 33/46 | 1230 26.10.11 |
| ROADSTER 2dr convertible ★★★★★ | Cooper S | 141 | 8.1 | 19.9 | 7.3 | 8.0 | 2.5 | 182 | 177 | 23.7 | 33/45 | 1260 9.5.12 |

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|-------------------------|-------------|------|------|------|------|------|------|-----|-----|-------|-------|--------------|
| MITSUBISHI | | | | | | | | | | | | |
| ASX 5dr hatch ★★★★★ | 1.8 DID 3 | 124 | 10.0 | 28.8 | 10.1 | 8.6 | 2.8 | 148 | 221 | 29.6 | 49/57 | 1490 21.7.10 |
| OUTLANDER 5dr 4x4 ★★★★★ | 2.2 DID GX5 | 118 | 10.2 | 32.9 | 10.1 | 11.1 | 3.07 | 147 | 265 | 34.7 | 38/45 | 1675 27.3.13 |
| PHIVE GX4hs | 106 | 10.0 | 30.5 | 9.5 | 6.2 | 3.0 | 200 | 245 | - | 44/38 | 1810 | 16.4.14 |

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|---------------------------------|-----------|-----|-----|------|-----|-----|------|-----|-----|------|-------|--------------|
| MORGAN | | | | | | | | | | | | |
| PLUS 8 2dr convertible ★★★★★ | 4.8 V8 | - | 4.9 | 11.1 | 4.0 | 8.3 | 3.2 | 390 | 370 | 36.0 | 24/32 | 1230 22.8.12 |
| 3 WHEELER 2dr convertible ★★★★★ | 3 Wheeler | 115 | 8.0 | 29.9 | 7.7 | 5.1 | 3.56 | 80 | 103 | 21.3 | 30/- | 520 6.6.12 |

| Make and Model | Top speed | 0-60mph | 0-100mph | 30-70mph | 50-70mph | Braking 60-0mph | Power (bhp) | Torque (lb/ft) | Mph/1000rpm | Mpg test/forecast | Weight (kg) | TEST DATE |
|----------------|-----------|---------|----------|----------|----------|-----------------|-------------|----------------|-------------|-------------------|-------------|-----------|
|----------------|-----------|---------|----------|----------|----------|-----------------|-------------|----------------|-------------|-------------------|-------------|-----------|

| NISSAN | | | | | | | | | | | | |
|------------------------|----------------|-----|------|------|------|------|-----|-----|------|-------|--------------|---------------|
| MICRA 5dr hatch ★★★★★ | 1.2 Tekna | 105 | 11.6 | — | 12.3 | 18.7 | 3.0 | 79 | 81 | 22.6 | 45/53 | 1002 19.1.11 |
| NOTE 5dr hatch ★★★★★ | 1.2 Acenta Prm | 106 | 12.6 | — | 13.4 | 20.3 | 2.9 | 79 | 81 | 21.8 | 42/54 | 1036 9.10.13 |
| PULSAR 5dr hatch ★★★★★ | 1.5 dCi n-tec | 118 | 10.9 | 35.5 | 10.8 | 13.1 | 2.9 | 108 | 192 | 35.7 | 50/57 | 1307 12.11.14 |
| JUKE 5dr hatch ★★★★★ | Acenata 1.6 | 111 | 10.3 | 41.6 | 9.9 | 12.7 | 3.0 | 115 | 117 | 19.5 | 36/46 | 1230 3.11.10 |
| Nismo 1.6 | 134 | 6.9 | 17.2 | 6.0 | 7.2 | 2.5 | 197 | 184 | 23.8 | 31/39 | 1295 22.5.13 | |
| Nismo RS | 137 | 7.5 | 18.7 | 6.0 | 9.0 | 3.2 | 215 | 207 | 23.9 | 34/35 | 1341 11.3.15 | |

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|----------------------|------|-----|-----|-----|-----|-----|------|-----|-----|------|-------|---------------|
| NOBLE | | | | | | | | | | | | |
| M600 2dr coupé ★★★★★ | M600 | 225 | 3.5 | 6.8 | 2.5 | 4.7 | 2.45 | 650 | 604 | 29.9 | 18/25 | 1305 14.10.09 |

| NOBLE | | | | | | | | | | | | |
|----------------|-------|-----|-----|-----|-----|------|-----|-----|------|-------|------|----------|
| M600 2dr coupé | ★★★★★ | | | | | | | | | | | |
| M600 | 225 | 3.5 | 6.8 | 2.5 | 4.7 | 2.45 | 650 | 604 | 29.9 | 18/25 | 1305 | 14.10.09 |

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|-----------------|-------|------|------|------|------|------|-----------|------|------|-------|------|----------|
| PEUGEOT | | | | | | | | | | | | |
| 208 3/Sdr hatch | ★★★★☆ | | | | | | | | | | | |
| 1.2i VTi Active | 109 | 14.2 | - | 14.5 | 9.1 | 2.9 | 81 | 87 | 21.2 | 41/45 | 1080 | 18.7.12 |
| GT 30TH | 143 | 6.5 | 6.1 | 5.8 | 6.7 | 2.9 | 205 | 221 | 25.6 | 41/42 | 1160 | 11.2.15 |
| 308 3/Sdr hatch | ★★★★☆ | | | | | | | | | | | |
| 1.6 e-HDi 115 | 118 | 10.1 | 32.6 | 10.4 | 1.39 | 3.0 | 114 | 199 | 38.5 | 48/59 | 1395 | 15.1.14 |
| 208 SW estate | ★★★★☆ | | | | | | | | | | | |
| 2.0 HDi 163 | 138 | 9.6 | 28.6 | 9.7 | 5.8 | 2.57 | 161 | 255 | 32.3 | 32/46 | 1680 | 25.5.11 |
| 2008 Mini SUV | ★★★★★ | | | | | | | | | | | |
| 1.6 e-HDi | 117 | 10.7 | 37.8 | 11.5 | 11.8 | 3.2 | 114 | 199 | 32.7 | 49/59 | 1180 | 19.6.13 |
| 308 5dr hatch | ★★★★☆ | | | | | | | | | | | |
| Sport HDi 150 | 121 | 9.4 | 29.1 | 9.1 | 9.5 | 2.1 | 148 | 251 | 32.2 | 44/50 | 1580 | 11.11.09 |
| Hybrid4 | 118 | 9.0 | 31.6 | 8.9 | 8.6 | 2.6 | 161+36221 | +148 | 32.7 | 41/49 | 1790 | 25.1.12 |
| 5008 5dr MPV | ★★★★☆ | | | | | | | | | | | |
| 1.6 HDi 110 | 114 | 13.0 | 22.0 | 13.2 | 9.8 | 3.1 | 107 | 160 | 24.8 | 32/48 | 1547 | 27.1.10 |
| RCZ 3dr coupé | ★★★★☆ | | | | | | | | | | | |
| R THP 270 | 155 | 6.8 | 15.3 | 5.5 | 5.8 | 3.0 | 266 | 243 | 24.2 | 36/44 | 1355 | 12.2.14 |



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| | | | | | | | | | | | |
|----------|---------|---------|----------|---------|---------|----------|----------|----------|----------|----------|---------|
| 67 AB | BEA 1S | R1 CWN | FAT 3L | HUX 663 | 6 KG | S16 MAL | 6 MST | 555 PD | RJB 1 | 999 SK | TUN 3L |
| B16 ABC | BEE 1X | 8 DAT | 1 FBS | 1 HY | KLD 472 | MAP 405 | 514 MTT | 218 PDH | 9 RJT | K1 SKH | 4 TVR |
| 555 AC | C1 BER | 140 DBP | 4 FCJ | JAA 541 | 605 KM | MAS 168 | 2 MUG | A11 PEP | 983 RK | SKH 69B | TVX 808 |
| G5 ADE | 25 BF | DCB 1 | 27 FK | M99 JAB | 5324 KM | MAW 323 | MWL 452 | PEX 1R | RM 1 | 86 SN | 1 TY |
| 777 AE | 444 BG | 432 DCH | FLJ 505 | 41 JAK | 596 KMB | MAX 4D | MXS 1 | 9 PG | RMR 966 | SNH 946 | J1 TYM |
| 888 AF | 8 BJS | B8 DCM | 48 FP | JAM 337 | K00 8S | MAX 4N | B16 MYC | PGP 17 | S11 ROS | 105 SNO | X8 UFO |
| AJ5054 | 86 BL | DCY 9 | FS 59 | 10 JAT | KRA 762 | B10 MAY | 30 NAT | 5554 PH | ROS 33N | A11 SOC | ULY 1 |
| AJB 21 | 52 BN | 75 DG | A14 FWD | 8 JB | 2000 KS | 3 MB | 7 NCG | 1599 PJ | ROX 47H | M15 SON | UPP 308 |
| AJS 6 | 714 BOD | 93 DH | 1 GBX | 6 JBL | 45 KT | 43 MB | NH 638 | 17 PJC | K11 ROY | S16 SON | A18 URR |
| 444 AL | 4444 BW | 875 DH | GC 4486 | JDP 472 | 923 KUB | 8414 MC | NIL 2550 | 12 PJG | RPD 251 | G113 SON | 55 UXR |
| ALD 350N | 999 CA | DHC 596 | 8 GCS | JEM 9N | 1847 KX | 88 MCD | S16 NJA | PJS 97 | 66 RR | B8 SPY | VAN 3T |
| 9 ALJ | 368 CAD | 14 DJC | 999 GD | B10 JET | LAM 15A | 5047 ME | NJW 850 | 8104 PK | RRD 287 | 908 SRB | VCB 1L |
| A11 ALO | 6 CAW | DL 896 | 8 GDP | 12 JET | LBL 41R | MEG 440 | NLJ 996 | PM 1678 | RRT 823 | 2222 SS | L1 VES |
| ALX 1A | 7777 CC | L1 DLE | R400 GEF | 4353 JI | A1 LCO | S16 MEL | NOB 2X | L555 PMC | 59 RS | 8888 ST | VG 361 |
| 65 AMB | CEP 444 | DLO 35 | R99 GEG | JJD 791 | 19 LD | 777 MEL | F5 NOW | 545 PPP | A1 PNK | 82 SUE | VJW 590 |
| 16 AMM | 888 CF | 555 DM | 1111 GG | 5 JLK | LEE 449 | 98 MF | 444 NP | PRM 131 | RT 3297 | A1 SUH | VNY 645 |
| 26 AMS | 2 CGG | P1 DNB | 444 GH | JM 3279 | 3 LEG | 9399 MG | NRN 349 | 53 PS | RUB 888Y | SUN 1S | VOC 150 |
| 888 AN | F20 CHA | DO 4 | 89 GJ | 26 JMS | LFT 7 | 6228 MH | NUX 5 | RYE 370 | 6 RWM | 99 SW | 10 VXX |
| ANN 444X | CK 20 | DOV 982 | GLJ 612 | JON 77S | LJO 52 | 6228 MH | NV 68 | PSK 6 | RYL 4N | 999 SXP | A1 WAF |
| ANT 1F | CM 6320 | 4444 DS | GM 4967 | JOS 1A | 8 LJS | 111 MJF | 54 NW | PSL 685 | RZ 8510 | A11 TAJ | WAT 71N |
| 333 AP | CM 732 | 775 DT | 42 GN | 8888 JP | LKW 810 | 8 LJK | ODN 550 | 2099 PT | SA 9849 | P051 TAN | WCG 3 |
| 2396 AP | 88 CN | 6 DU | R999 GON | JPH 133 | A8 LOK | 111 MJF | A19 OFF | PTH 538 | 10 SAD | TAS 16 | A7 WEL |
| 24 APS | M1 CNW | DW 66 | GP 7156 | JPS 16 | LON 368 | MJK 250 | J1 OKE | PYD 861 | A5 SAY | D1 TEK | WJW 739 |
| ARR 15E | COA 1S | 275 DW | 5555 GS | 1500 JR | LOR 8 | T600 MJP | 9 OLY | 8104 PK | 444 SD | TG 1064 | 580 WMT |
| S16 ART | COO 1S | B11 EAL | 9 GSH | 15 JRD | S6 LOS | 5441 MM | M10 ONS | A1 RAB | 444 SD | TK 25 | 88 WN |
| ASM 1D | 9999 CP | K9 EAT | 6 GSK | JT 8 | M8 LOT | MMB 585 | A11 ONS | RAG 657 | SDE 282 | 86 TK | 938 WPB |
| ATH 3N | 9455 CR | G19 EGY | 888 GT | 9 JTH | LOU 1F | M1 MMV | OPR 667 | P11 RAL | SDF 1 | 24 TN | 58 WPL |
| M1 AXY | CRM 994 | 944 EKF | B10 GYM | 1 JUL | LS 2293 | A11 MNC | L800 OTH | RAS 706 | 666 SE | TPD 412 | H1 WSP |
| M11 AXY | 49 CS | 29 EL | HHS 916 | B2 JUN | K7 LUC | V88 MOG | 6 OX | RB 9858 | SEK 8 | TP 5577 | 1 YO |
| 444 B | 7 CSD | ELJ 487 | 6280 HK | JW 8 | LW 797 | MOP 50N | P 6 | 94 RD | S11 SES | B16 TRY | 70 YS |
| BAL 500N | 7 CSJ | B1 EST | 46 HL | JW 5491 | 777 LYN | 698 MPP | 1111 P | 23 RE | SFE 111 | TSL 395 | |
| BAS 797 | CSJ 499 | 1 EVV | HOG 1X | 306 JW | M 60 | 5 MRH | PAS 199 | K1 REP | 99 SH | TTU 21 | |
| BBR 1 | 98 CT | L1 EXY | HPP 1K | 5 K | MAK 50N | 59 MS | PAT 7L | 3145 RF | SHA 10Y | 378 TTW | |
| C12 BBS | 4444 CT | S1 EYO | 249 HRY | J10 KES | | MSD 1L | PBK 111 | 6 RH | SHA 11S | X8 TTX | |
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| 6 AH | 4 FFF | KS 5 | P 21 | TK 6 | 8 FJX | GFO 10N | HKA 59 | JD 666 | 600 JW | 988 KKK | LCZ 333 |
| 4 AK | 2 FMW | KS 6 | P 41 | TON 9 | 6 FLN | 35 GRL | 162 HKD | JDC 100 | 7748 JW | 2 KKS | LCZ 9316 |
| AK 6 | FSO 1 | 6 LL | 999 PH | TON 17 | FNP 8C | GHF 111 | HLE 901 | 3 JEJ | 704 JWB | 59 KKT | 7 LDJ |
| AK 7 | 3333 G | LM 7 | 8 PL | 898 TR | FO 7844 | 912 GKA | 70 HLT | JFA 169 | 340 JWD | 5234 KM | LEE 782 |
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| BJ 3 | 7 GS | LJ 3 | POR 5H | V1NEE | 4 FOR | 5555 GS | 320 HOD | 820 JG | JW 2991 | 428 KO | LJI 606 |
| BK 4 | 17 H | LJ 4 | PR 8 | 22 WWW | FOW 255 | GKS 677 | HOJ 88 | JGK 354 | 890 KAC | 4895 KP | 243 LJO |
| BN 6 | H 97 | LJ 6 | 16 PR | WM 6 | 198 FOF | GLS 12 | 150 HPK | JGM 10 | 3 KAJ | 3107 KR | LMK 10 |
| BR 6 | HAJ 1G | 7 LX | PS 4 | WC 45 | FOI 999 | 999 GD | 4 HRH | 8 JGS | KAW 12R | KRN 6 | LMS 76 |
| 7 BUD | HB 7 | 85 M | R 77 | 4 WD | FP 2963 | GO 276 | HSO 880 | 21 JJM | KAW 948 | KRC 730 | LN 549 |
| 7 BX | 5 HER | M 36 | R 100 | 22 XXX | 886 FPE | GP 8523 | HSU 933 | 11 JJX | 4613 KB | KRG 49 | LN 8158 |
| 82 C | 1 HKV | M 55 | 10 R | 96 X | 27 FPJ | GPU 347 | 5 HSX | 384 JMC | KBG 48 | KSC 3 | LNJ 199 |
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| DB 171 | 4 JEY | 47 N | RBW 2 | 20 Y | 111 FTR | 1188 H | 10 HUE | JS 2213 | KCN 48 | 500 KW | 50 LOO |
| DM 77 | JH 54 | 67 N | 111 ROB | 7 YN | 140 FUL | 2 HBS | HW 2875 | JS 535 | KER 348 | 509 KWC | LOP 2 |
| 2 DOG | 3333 J | 69 N | 59 RS | 5 YYY | FWJ 46 | 1234 HC | HWE 984 | JS 4994 | KFM 931 | KWJ 680 | LOS 9 |
| 5 DOS | JJ 2 | NAS1R | 8 S | Dateless | FWR 111 | HCM 34 | 379 HWR | JSK 244 | 58 KGG | KXL 900 | 7 LPD |
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| DT 6 | 333 JJJ | 4 NJU | 2 SLK | 100 FCX | GBZ 37 | 3 HDJ | 9307 HX | JSJ 896 | 2144 KH | 5555 L | LSK 259 |
| 1 DT | JON 1N | NO 4 | 5 SPY | FDH 62 | 27 GAC | 4 HDJ | IIL 1511 | JST 305 | KH 4106 | 9999 L | 381 LTA |
| E 31 | JOY 1S | 18 O | SUM 1L | FEO 726 | 30 GFX | 7 HDJ | IIL 272 | 2 JSV | KHP 42 | 30 LAR | LTR 310 |
| E 33 | JW 8 | OI 3 | 1111 T | 777 FF | GJB 301 | 4 HER | IIG 45 | JSX 719 | KJ 2015 | 824 LAB | LYP 700 |
| 25 E | 7 JX | 6 OL | 58 T | 4 FFF | 222 GM | HEZ 11 | IIL 777 | 2 JTK | KJ 7159 | LAS 171 | MAC 52 |
| 6 EP | 4 K | OO 77 | 94 T | FFW 19T | 666 GFX | HG 6246 | 3333 J | JTD 804 | KJC 923 | LAS 172 | 6 MAM |
| 8 EP | 88 K | 77 OO | 500 T | 2 FHD | 91 GCG | 111 HGG | 9 JAP | JTK 28 | KJK 401 | LAS 182 | 10 MAM |
| EMA 2 | K4 AHN | 5 OOT | TES5S | 8888 FG | GJI 717 | HGR 874 | JB 39 | JTY 84 | KJL 7 | 4 LAW | MAX 960 |
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| 2 TBR | £5,600 | 5 RCJ | £5,100 | GSJ 8 | £6,100 |
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| 2 TET | £5,900 | TTP 5 | £6,400 | 8 OS | £26,500 |

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| 10 GTA | £6,200 | 12 PBH | £POA | 34 LR | £6,200 | 88 DFX | £1,500 |
| 10 JCJ | £5,900 | 13 ATS | £7,500 | 35 P | £19,500 | 88 HEA | £3,400 |
| 10 JST | £6,100 | AM13 | £25,500 | 36 BJ | £5,100 | 91 NS | £8,900 |
| 10 SLK | £6,200 | JLS 13 | £16,900 | 36 HA | £5,100 | 93 BP | £POA |
| 10 SUE | £16,450 | 13 JTR | £5,900 | RH36 | £17,200 | 94 DF | £5,800 |
| | | 13 PW | £10,700 | 37 BD | £7,700 | H 97 | £POA |
| | | 13 SJW | £6,800 | 37 DN | £6,400 | D98 | £19,900 |
| | | 14 A | £33,500 | 37 EPE | £3,500 | GK94 | £12,500 |
| | | 14 AS | £POA | 37 NA | £5,900 | 107 JON | £6,400 |
| | | CSJ 14 | £6,300 | 38 AJW | £8,500 | 111ATS | £8,500 |
| | | 14 GPM | £6,200 | 59 BD | £7,500 | 111 JJC | £6,800 |
| | | 14 JCC | £5,900 | 39 JOR | £3,900 | 111 NXS | £3,900 |
| | | 15 CJK | £5,900 | SS 42 | £POA | 111 RD | £9,400 |
| | | 15 DTS | £5,900 | 43 MB | £9,500 | WGV 111 | £4,500 |
| | | 15 KE | £6,800 | 44 TA | £6,800 | 112 DH | £4,500 |
| | | KPS 15 | £6,300 | 46 DH | £8,950 | MOB 113S | £7,500 |
| | | CLS 16 | £5,900 | 48 BK | £5,900 | 118 PJ | £3,500 |
| | | GPS 16 | £5,500 | PEP 51 | £19,900 | AFM 135 | £POA |
| | | 16 SMR | £5,950 | RHL 51 | £3,900 | DS 154 | £POA |
| | | 17 AJK | £6,200 | 51 WP | £6,000 | AM 241 | £8,500 |
| | | 17 MRG | £6,800 | RMW 53 | £5,800 | RTK 282 | £1,990 |
| | | 17 TV | £6,999 | 54 TE | £4,900 | BSK 286 | £3,000 |
| | | 18 AGS | £12,500 | 54 WD | £4,900 | HGV 328 | £3,000 |
| | | 18 EEF | £30,000 | BA55 BY | £2,500 | 387 DEH | £1,800 |
| | | 18 EOW | £POA | 55 FL | £6,400 | LW 440 | £POA |
| | | 18 ET | £28,500 | 55 MO | £7,900 | 444 JVT | £3,000 |
| | | 18 FD | £6,200 | K57 OCK | £POA | 475 PJ | £7,500 |
| | | GAT 18 | £POA | HC 60 | £POA | 631 GPB | £3,600 |
| | | 18 PJ | £15,900 | HJH 60 | £4,000 | 700 A | £16,900 |
| | | 19 WD | £4,900 | 60 PO | £POA | 767 FMF | £3,500 |
| | | 20 SKP | £POA | 61 DN | £5,200 | 900 GH | £6,900 |
| | | 20 OOO | £POA | 62 HC | £5,900 | 900 GW | £6,800 |
| | | 21 ADJ | £7,500 | MC 63 | £9,800 | 911 PJ | £16,000 |
| | | 21 B | £24,500 | 64 BN | £5,900 | 1234 HC | £4,900 |
| | | 21 BUG | £6,500 | 65 BET | £5,200 | KG 2371 | £3,500 |
| | | JJ 21 | £16,500 | 66 JA | £8,750 | 4804 PJ | £5,500 |
| | | 22 CAS | £6,400 | 66 JEF | £5,900 | 5065 MP | £4,000 |
| | | CLS 22 | £5,900 | 67 SN | £5,500 | 5330 MV | £3,500 |
| | | 24 SJ | £7,900 | 67 DFC | £4,500 | 5516 JW | £POA |
| | | 25 DMS | £7,800 | 67 KF | £5,500 | MG 9393 | £5,500 |
| | | 25 N | £15,800 | 68 LD | £6,600 | CIASY | £5,900 |
| | | 25 LF | £POA | 69 LK | £5,900 | T GRIF | £6,500 |
| | | 26 JEF | £4,300 | 70 KPD | £4,200 | | |
| | | 27 GN | £5,500 | 70 WD | £4,900 | | |
| | | 28 JFJ | £3,500 | 71 BO | £4,900 | | |
| | | 29 BN | £5,900 | 71 DEB | £8,500 | | |

WANTED!
DATELESS
REGISTRATION
PLATES



**FOR IMMEDIATE
OUTRIGHT
PURCHASE**

| | | | |
|--------|--------|--------|---------|
| 10 TJC | £5,100 | 19 WD | £4,900 |
| 10 WVT | £5,600 | 20 SKP | £POA |
| TKV 10 | £6,800 | 20 OOO | £POA |
| 11 AEJ | £8,500 | 21 ADJ | £7,500 |
| BSJ 11 | £4,900 | 21 B | £24,500 |
| 11 BVS | £6,100 | 21 BUG | £6,500 |
| CJV 11 | £8,600 | JJ 21 | £16,500 |
| 11 DCT | £5,900 | 22 CAS | £6,400 |
| LDS 11 | £5,900 | CLS 22 | £5,900 |
| JBS 11 | £9,800 | 24 SJ | £7,900 |
| 11 JCJ | £6,200 | 25 DMS | £7,800 |
| 11 JDR | £6,700 | 25 N | £15,800 |
| 11 JJC | £6,900 | 25 LF | £POA |
| 11 JPS | £7,500 | 26 JEF | £4,300 |
| 11 LRX | £3,500 | 27 GN | £5,500 |
| PGM 11 | £6,400 | 28 JFJ | £3,500 |
| 11 RPP | £5,400 | 29 BN | £5,900 |

GOOD QUALITY DATELESS NUMBERS WANTED

1 JL

DW

JV

PW

NAMED PLATES AVAILABLE

| | | | | | | | | | | | |
|----------|----------|----------|---------|----------|---------|----------|---------|----------|---------|---------|---------|
| MR T4N | £125,000 | BA5 5BY | £2,500 | G45 BAG | £4,000 | MHA 1L | £4,900 | V4 LLS | £5,500 | 22 RAV | £5,900 |
| MRR 1C | £7,800 | BAN 1M | £7,000 | G84 KER | £4,000 | MWA IIS | £5,800 | V84 NKS | £4,900 | 22 PAG | £5,500 |
| MRN 4IL | £3,900 | BAU 50R | £4,500 | GII OYDS | £4,500 | N81 ACK | £5,900 | W4 TON | £5,500 | 19 BOB | £8,500 |
| MYP IG | £9,000 | BMW 70M | £5,500 | GHO 5T | £85,000 | NBO 5S | £4,000 | WILLIAMS | £95,900 | 22 BOB | £12,500 |
| DRF 15H | £4,500 | 77 OMS | £12,500 | GOW 7N | £3,000 | NUT 4L | £5,000 | WICKT | £3,900 | USA 80B | £5,000 |
| GI BON | £19,800 | BOW 4N | £12,500 | G RU5H | £6,500 | P4 EGE | £5,900 | WCA 5H | £3,900 | 16 DAD | £5,500 |
| GI LLS | £85,000 | JSM 117H | £6,400 | H57 OCK | £2,900 | RHY 4N | £5,000 | WCR I5P | £3,900 | 21 BUG | £5,500 |
| WII AMS | £95,900 | KSM 117H | £6,400 | K57 OCK | £3,900 | RUS 77IE | £3,500 | WHO I5IT | £16,500 | 14 PAD | £4,900 |
| KER 57Y | £5,900 | LSM 117H | £6,400 | HEL 3R | £5,900 | RW5I GNS | £4,000 | 398 ROD | £3,200 | 14 MRS | £6,900 |
| BEV 11N | £4,900 | BOW 70X | £12,500 | HWA IIS | £4,500 | S57 EAD | £4,000 | P373 KAY | £12,500 | I3 RET | £14,000 |
| BAN 7Y | £5,900 | BRA 6S | £5,900 | JAG3R | £6,500 | JT SINGH | £4,900 | 170 NGE | £6,500 | 13 SAJ | £4,700 |
| CAV 3S | £11,500 | BRA 55H | £5,900 | JOS IIB | £5,500 | SLA 7S | £4,000 | L154 000 | £5,500 | II OTX | £4,700 |
| CLA 7M | £5,500 | BRA IIS | £5,900 | KI NKY | £POA | T51 EEP | £5,500 | II4 RRY | £19,500 | II ACK | £9,500 |
| CRE 4D | £5,500 | DA51 SEY | £4,500 | K80 XES | £3,500 | T12 ESA | £3,500 | 86 TOM | £5,900 | 16 MAX | £14,500 |
| CRA 5S | £4,000 | D4 5TEF | £4,500 | K81 GGS | £4,900 | TE55 SSS | £2,900 | 8I OG | £6,000 | LEM 9 | £5,900 |
| CJL ION | £4,500 | E1 DDE | £10,500 | KEA IY | £5,200 | T TA1T | £6,500 | 58 EEF | £25,000 | 4 MRX | £7,500 |
| DAV IOW | £6,400 | E1 DDY | £26,000 | KRU 55H | £5,500 | T57 EEL | £4,900 | 55 HEF | £5,900 | P1 XTR | £2,450 |
| D57 OCK | £3,900 | EI ONG | £5,500 | KRU 555H | £5,500 | 3 BOG | £4,900 | 53 BEN | £5,900 | A6 OOO | £14,000 |
| DEN 77S | £3,000 | ELE 5IIA | £8,400 | KUG 44A | £2,500 | BOG 6 | £5,600 | 51 LY | £9,500 | 7ONY L | £14,500 |
| DJ MIIS | £4,500 | E5 EEX | £POA | 25 LOO | £5,900 | 7 BOG | £5,900 | BUG 5I | £16,000 | R80 SAN | £5,000 |
| DRE 555S | £3,200 | ETO 8Y | £4,500 | LOC IK | £5,900 | T45 HAB | £3,900 | LEE 50 | £15,000 | B14 LEX | £3,000 |
| A57 UBS | £4,900 | ESH 4W | £3,900 | MI KED | £POA | UPS 4IL | £3,000 | T34 BAG | £2,500 | MRS 74V | £4,500 |
| AEA 5T | £5,500 | FAB IIE | £6,400 | MI KEJ | £POA | USA 80B | £5,000 | B34 STY | £7,500 | T GRIF | £6,500 |
| AHA IL | £4,000 | F4 BBE | £7,500 | M4 VEY | £3,000 | USM 16N | £18,500 | 31 LAW | £5,200 | | |
| A ME4D | £7,500 | F115 HER | £POA | M4I ONY | £7,500 | VI OYD | £3,900 | 30 EVE | £7,500 | | |
| ANN IIK | £5,900 | FOX 77ON | £7,500 | MEA 73S | £3,900 | VI NEY | £85,000 | SAM 23 | £12,500 | | |
| ANY 800K | £10,500 | G30RGE | £POA | MEL 45H | £3,000 | V3 KEN | £3,500 | 23 JEF | £5,700 | | |



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| I YSB £29,995 | AAD 1 | I BVM | 6 DWE | I EPP | I FNC | I GY | HVD 1 | I KDO | I LFO | MFE 1 | I NSN | PPW 3 | RRD 4 | I TCR | I VAF | I WE |
| TWP 1 £49,995 | 8 ACN | I BWF | 4 EAD | 2 EPW | I FNU | HAS 1 | 8 HW | I KFA | I LFR | I MFL | I NSP | 6 PRP | RS 2 | 4 TDG | I VBS | WFD 1 |
| OGD 1 £24,995 | 3 AEA | 5 BWM | 2 EAJ | 2 ERW | 49 FP | I HBC | I HWA | I KFO | I LFS | I MFR | I NTJ | 9 PRT | RS 6 | 3 TDW | I VCM | I WFR |
| I CNL £29,995 | 9 AEM | 6 AEP | 7 CBG | 6 EAP | 2 ESB | I HBI | I HWS | I KGM | I LGF | I MGE | I NV | 3 PSK | RS 9 | 68 TE | I VDS | I WGP |
| TNJ 1 £49,995 | 1 AER | I CCO | 1 EBT | 3 ESD | I FRK | I HCD | I IG 1 | I KGO | I LGG | I MJY | I NVA | 9 PU | I RTA | 7 TFF | I VEF | I WJE |
| I XJ £99,995 | 1 AFA | 3 CEJ | 1 EBW | 5 ESG | I FRW | I HCF | I IY 1 | I KJ | I LGP | I MLO | I NWA | I PVG | I RVA | 7 TGD | I VEJ | I WJG |
| 9 BJJ £6,995 | 1 AFL | 4 CFP | 1 EDC | 6 ET | I FVR | I HCK | 7 JBK | I KJ | I LJV | 8 MTP | OD 1 | 2 PWW | I RWV | I THK | I VFC | I WKE |
| I ENB £29,995 | 1 AFR | 1 CFT | 1 EDL | 1 ETH | I GAJ | 7 HCS | 9 JCY | I KKE | I LK | I MWN | I OMT | 4 RBC | RY 9 | THW 1 | I VGL | I WKP 1 |
| 5 LCR £6,995 | 9 AHH | 6 CHD | EDP 1 | I EV | I GAO | I HCT | I JCN | I KKF | I LKF | I MVV | PAM 5 | 6 RBR | I RYF | I TJJ | I VGR | I WLN |
| NS I £375,000 | 1 AHT | I GIG | I EEE | I EVG | GBA 1 | I HD | I JCU | 5 KKK | 7 LKP | I MYP | 6 PCC | I RCO | SAW 1 | I TJN | I VIV | I WNG |
| 9 RHC £8,995 | 1 AHV | CKL 1 | I EEO | I EVR | I GCA | I HDE | I JDO | 84 KL | 2 LKT | I NBA | 6 PDK | 5 RCR | I SBF | 90 TK | I VJD | I WNC |
| I GTA £29,995 | 1 ALR | 4 CKW | 2 EBF | 3 FAP | 8 GCP | HDP 1 | I JEU | 48 KM | I LLC | NBV 1 | 5 PEJ | I RDK | SEK 4 | I TKC | I VJE | I WNH |
| VL 3 £29,995 | APJ 1 | 83 CN | EFL 1 | FBF 1 | 9 GCS | HDR 1 | JFD 5 | I KNS | I LLD | 76 ND | PEK 8 | RDO 1 | SFE 1 | I TKD | I VJF | I WOJ 1 |
| I WCV £29,995 | 6 APN | I CNE | I EFN | I FBH | 3 GDD | HDS 5 | JFF 7 | I KOE | I LNP | I NDG | I PES | 6 RDR | SFO 1 | TKN 1 | VL 3 | 60 WP |
| 4 RLM £6,995 | 1 ATT | I CNK | I EFO | I FBW | 2 GDF | I HEH | 8 JFJ | I KPM | I LPA | I NDK | I PEX | REK 8 | SFT 3 | TKS 3 | I VMJ | WPS 4 |
| TBS 7 £6,995 | AY 6 | 6 CRN | I EFP | FCH 8 | 2 GDJ | I HEK | JGJ 1 | I KP | I LPD | NEC 7 | I PFJ | I RFA | I SGG | 2 TL | 8 VN | I WPW |
| | 1 BAC | 3 CSE | 8 EG | I FCN | 6 GDR | HFO 1 | I JHG | I KRH | I LPL | I NEU | I PFN | 3 RFP | 4 SGJ | I TLD | VNC 1 | I WRG |
| | 9 BCB | CTK 1 | EGW 1 | I FCT | I GEX | I HFP | 5 JNC | I KRU | 3 LRG | INFN | PFT 1 | RFT 7 | 5 RGA | I SJJ | 7 VO | I WRR 1 |
| | 6 BCM | I CWT | I EHD | FD 5 | I GEY | I HGT | 8 JND | I KSO | I LRM | I NFP | I PFV | 3 RGG | SKT 1 | I TLN | I VPF | I WSG |
| | 6 BDP | 9 DBW | I EHH | I FDD | GN 1 | I HHC | 6 JNS | I KWE | LSA 5 | I NGC | I PGN | I RGM | I SNL | TN 63 | I VRG | I WWB |
| | 78 BE | 6 DCA | I EHP | I FDK | 6 GGS | I HHF | JS 3 | 48 KY | I LSG | NGF 1 | I PGV | I RGT | 6 SNP | I TNA | VRH 1 | I WWD |
| | 1 BFO | 8 DCF | I EHR | I FEK | 3 GHP | I HHG | 1 JSH | I KYD | LSJ 4 | I NGJ | I PHG | 9 RHC | SNS 4 | I TNC | VU 1 | I WWK |
| | 1 BGR | 7 DDO | EJE 1 | I FEX | 96 JG | 6 HUL | 7 JTW | I KYO | I LSN | NGM 1 | I PHF | I RHE | I SOE | TNJ 1 | I WAA | I YAK 1 |
| | 6 BHM | 5 DDH | EJ 1 | FFB 1 | 98 GK | HKA 1 | 4 JTK | L 67 | LSR 1 | I NJD | 5 PKD | I RJO | SSJ 4 | TPR 2 | 8 WAF | YB 39 |
| | 6 BHS | 2 DEJ | EJL 4 | FFL 1 | 8 GLS | HLC 1 | I JU | I LBT | 87 LT | 6 NJJ | I PKF | RJT 8 | 9 STM | 2 TRD | I WBE | YBG 1 |
| | 9 BJL | I DFP | EJO 1 | I FHD | 6 GN | I HLT | 39 K | 8 LCJ | I LTP | 5 NLS | I PLN | I RKR | I RSW | I TSN | I WCB | YCC 1 |
| | 5 BJN | 7 DHJ | I EY | FJ 1 | I GNH | I HMH | 9 KAD | 5 LCR | I LUT | NLZ 1 | 4 PLT | I RKW | I SWJ | I TTA | I WCC | YEF 1 |
| | 12 BK | DJ 1 | I EKS | I FJT | I GNK | 8 HMK | I KBD | I LDK | I LVB | I NMR | 5 PMO | I RLD | I SWR | I TSW | I WCD | YEP 1 |
| | 94 BL | 1 DMV | EL 8 | FKC 1 | I GNT | I HNS | I KCR | 9 LDW | I LWD | I NRG | 87 PN | I RLE | SWT 9 | I TTM | I WCE | YGR 1 |
| | 3 BLB | 6 DN | I ELJ | I FKK | 8 GSK | I HO | 4 KCR | 6 LEC | 5 MBL | I NRK | PNB 1 | I RLO | 43 T | 4 TWG | I WCF | YH 1 |
| | 1 BLF | 5 DNB | EM 9 | 34 FL | I GTA | 4 HPM | I KCW | I LEL | 6 MCJ | NRM 1 | I PNR | 6 RMJ | 3 TAA | TY 6 | I WCV | YJR 1 |
| | 6 BMO | I DOP | EMT | 8 FMT | I GUD | 9 HR | 4 KDA | I LEP | 8 MDN | NS 1 | I POF | 3 RN | I TBC | I UL | I WDD | YJC 1 |
| | 1 BNE | 3 DPN | I ENB | 3 FMW | I GVG | I HRT | I KDB | 3 LFB | I MEJ | 9 NSD | I PPM | I RNF | I TBL | I UY | I WDD | YMS 1 |
| | 1 BTR | 6 DRD | ENF 1 | FMY 1 | I GWD | HSW 5 | I KDC | I LFE | MEK 8 | I NSF | I PPN | 3 RO | 5 TCG | I VA | 3 WDS | YRS 1 |
| | 1 BU | I DTE | 6 EPM | I FNI | I GWK | 8 HV | I KDJ | I LFN | MF 6 | NSH 7 | PPT 1 | ROJ 1 | I TCO | I VAD | I WDT | 2 YW |



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| BOX 77T <i>Box</i> | AHS 544N AKB 844R AKT 42R ALL 150P | Ahsan Akbar Aktar Allsop | CAS 7IE CEC 1IE CEL 14P | Castle Cecile Celia | GEA 2R 630 FFS G30 RDY | Geoffrey Gear Geordie | KNE 3E KNA 66S KON 24D | Knee Knaggs Konrad | MYR 44A NAS 11H N474 LLE | Myra Nash Natalie | SP12 AGG SPR 477T SPR 11IG | Spragg Spratt Spratt |
| BOA 900 <i>Boa</i> | AKT 42R ALL 150P ALV 35S AME 7Y | Aktar Allsop Alves Amey | CHA 12M CHA 73R CHII EER | Charm Chater Cheer | GEO 266E 61 NN GII OME | George Ginn Gnome | KUR 2T LAM 870N LAT 73R | Kurt Lambton Latter | NEW 902T N188 LER NOR 4A | Newport Nibbler Nora | 574 CK S741 NES S74 LEY | Strack Staines Staley |
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| P24 SAD <i>Prasad</i> | AI15 LOW A26 HER AST 7IE | Anslow Archer Astle | CLO 77 HES II COD 60 HEN | Clothes Cod Cohen | GOR 11G GII 2GGS GI20 GAN | Goring Griggs Grogan | LEA 2R L311 NON L333 XUS | Lear Lennon Lexus | OCT 1 OLD 3R OLD 207D | Oct Older Oldroyd | S72 OUD SI16 DEN SUJ 4N | Stroud Sugden Sujan |
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| PAD 13Y <i>Padley</i> | BAI 3E BAII ANA BAR 245S | Bale Banana Barrass | CO12 ALS COS 57A COT 774M | Coral Costa Cottam | H466 ARD H46 GER HAM 32R | Haggard Hagger Hamer | LOD 9E I ODY LOU 5 | Lodge Lady Lou | OXL 3Y PAIS LEY PAM 314A | Oxley Paisley Pamela | TAM 424X T41I SEY T4 R0T | Tailor Tansley Tarrant |
| TEK 1 <i>Tek 1</i> | B42 TER BA51 AFC BAT 77IE | Barter Basa Battle | COU 51IN 786 COW C24 FTY | Cousin Cow Craft | HAI PER HAN 44A HAI COX | Hamper Hana Hancox | LOW 6E LUM 1B LUI ACY | Low Lumb Lunacy | PAI TON PAR 513Y P34 ACE | Panton Parsley Peace | T4 R0T TAR 2Y T388 UTT | Tarot Tarrant Tebbutt |
| MCC 413E <i>McCabe</i> | BAY 7ON BEA 11IL B345 LEY | Bayton Beal Beasley | C21 CKY C21 LLY CRII TEN | Crick Crilly Croten | H428 OUR HAR 21SS HAR 777T | Harbour Harris Hart | LYC 377T LYN 355S MAC 13J | Lycett Lynes Maciej | P342 SON PEA 12T PEA 53E | Pearson Pear Pease | T324 NCE THE 23SE THU 21OW | Terance Therese Thurlow |
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| T41I SEY <i>Tansey</i> | BJE 22Y B31I TON B31I TON | Berry Benton Benton | DER 23K DEX 70N D111 CKY | Derek Dexton Dick | HEE 2R HEL 31IX HEN 11A | Heer Helen Henna | M421 AND M42 SON MAI LDA | Marland Marson Matilda | PUII LAN DI2 RAM RAM 463E | Pullan Ram Ramage | TUN 3E TUR 2K TUI2 VEY | Tune Turk Turvey |
| CO11 BOY <i>Conboy</i> | B16 MGB B155 ONS BOG 10 | Big Mgb Bisson Bog 10 | D15 CDS DOG ID DO55 ETT | Discos Dog Dossett | HEW 15H H176 HEN HOG 133N | Hewish Hitchen Hogben | MAU 2A MAY 32S MAY 7S | Maura Mayers Mays | R411 SOM RAP 13Y I RAT | Ransom Rapley Rat | UNC 1IE UTT 113Y VAL 1IE | Uncle Uttley Val |
| K47 LEY <i>Kayley</i> | BOR 6G BOS 74N BOT 770M | Borg Bostan Bottom | DOW 333E DOW 11S DUB IN | Dossett Downs Dubin | HOL 3E HOL 1IT HOM 3E | Hole Holt Home | MCC 134N MCE 120Y MC64 RRY | McCleary McElean McGarry | I2 EES MRE IID R3 SCU | Rees Reid Rescue | VAR 137Y V42 NEY VAS 1IE | Variety Varney Vasile |
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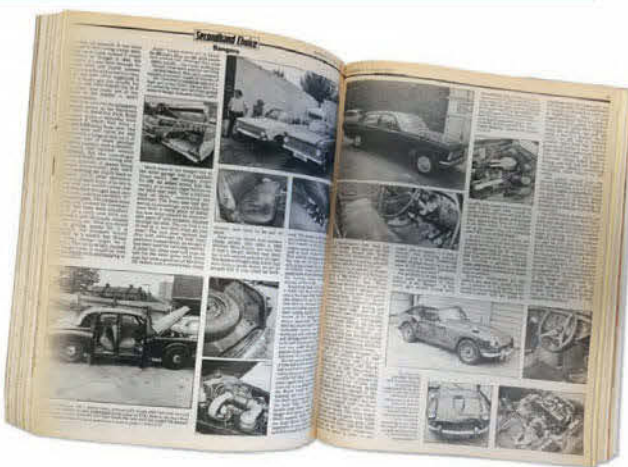
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JIM HOLDER

Rear View Mirror: tales from our archive

Cars for under £100 12 June 1976



James Ruppert may be the father of Bangernomics, but he was far from the first enthusiast to be turned on by the prospect of cheap motoring.

Forty years ago Autocar's unnamed 'Secondhand Choice' columnist set the bar for budget motoring at £100 – the equivalent of £750 or so in today's money.

"Buying a car for less than £100 may be a bit of a joke in these days of escalating prices, but the jokers might smile less if they looked rather more carefully at the economics and the logic of dabbling in the banger market," wrote our correspondent. "You can buy such a car, which must by law have legal tyres, a current MOT, be roadworthy within the meaning of the law, and which should, if picked with care, keep you mobile for at least 3000 miles or three months."

Taking to the road in search of real-life examples, the writer first found a £100 Standard 8 that had just 8000 miles on the clock from new. The issue was that its centrifugal clutch had broken and then been converted back to a hydraulic unit. No problem there – but the likelihood of finding economically priced spares when the next problem arose were slim.

'In the best banger tradition, there was a lot of Bostik on the rear window seals and almost as much filler in the bodywork'

Wistfully, our writer pondered buying it as an appreciating asset, but then a 1966 Vauxhall Victor estate caught his eye. "It had a lot of rust on it, and the rear compartment looked rather like it had been used for carrying a bag of cement, but what do you want for £99?" he queried, setting the bar suitably low.

A £100 rust-eaten Rover 100 also caught his eye. "It was debatable whether the Rover could be saved from the rust," he rued, "but it could keep someone rolling along in scruffy silence and comfort for many a long mile." Rather than look to fix it, he argued it was "much better to harden your heart,

treat it like a banger and throw it away when it finally expired".

A vast Vauxhall Cresta for £99 also tempted him. "In the best banger tradition, there was a lot of Bostik on the rear window seals, to prevent leaks, and almost as much filler in the bodywork," he wrote. "The inlet manifold also appeared to have been plugged with what looked like chewing gum, but the tyres were in excellent condition."

He moved on, to find a Triumph GT6 on sale for £30, albeit with a duff back axle, 112,000 miles on the clock and "just about every panel pushed in at some time or other". After a thorough mechanical check, our man concluded that beneath all the dirt, "a picture of a very sound car has emerged".

And then, illustrating the ongoing risk of letting a motoring journalist research appealingly cheap cars, he opened his wallet. "Perhaps we should explain that we decided to buy it and keep it in order to restore it to some kind of respectability," he wrote, thereby ignoring his mantra of spending money to keep a banger running. "Offers of help eagerly accepted."

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